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GIRESUN PORT

DANGEROUS CARGO HANDLING GUIDE




PREPARATION DATE:31.12.2015

(See Revision Page for Revisions)


MURAT SOLAK

Terminal Manager REVISION PAGE


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Aim :

The purpose of this guide is Giresun Port Management A.S.to ensure that the dangerous goods transportation activities to be carried out by sea are carried out in an economical, fast, safe, high quality, environment-friendly manner and in harmony with other transportation activities at the GiresunPort Port Facility operated by the Company.

Scope :

This guide

Dangerous goods to be handled at GiresunPort Port Facility, the duties and responsibilities of the Dangerous Goods Safety Advisor, the duties and responsibilities of the ship captain, the cargo person and the coastal facility operator during the loading, stowage, storage, unloading of these cargoes from the transport unit and the ship, notification, temporary storage, covers the measures.

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Definitions and Abbreviations:

In terms of the application of this guide;

Ministry:Ministry of Transport and Infrastructure

Emergency:The crisis situation caused by fire, explosion, flood, sabotage, terrorist attack, nuclear explosion and similar events, including natural disasters that stop or interrupt the normal activities of all or certain parts of the GiresunPort Port Facility and require urgent intervention,

Emergency Evacuation Plan:The plan prepared for the evacuation of ships and marine vehicles, personnel, vehicles-equipment from GiresunPort Port Facility in case of emergency,

GiresunPort Port/Port Facility:Giresun Port Management Inc. GiresunPort Port Facility operated by

Port Management:GiresunPort Port Facility Operations Directorate,

Port Authority:Giresun Port Authority,

Emergency Evacuation:It refers to the evacuation of ships and marine vehicles, personnel and vehicle-equipment from the port in case of emergency.

Freight Related:The sender, receiver, representative and freight forwarder of the dangerous goods,


Coastal Facility:Docks, piers, buoys, platforms and anchorages, approach areas, closed and open storage areas, buildings and structures used for administrative and service purposes, the boundaries of which are determined by the Administration, where ships can safely take and take cargo or passengers or shelter, Giresun Port Management A.S.(GiresunPort Port Facility)

Freight Transport Unit:Designed and manufactured for the transport of packaged or bulk dangerous goods;road trailer, semi-trailer and tanker, portable tank and multi-element gas container, railroad car and tank-wagon, container and tank-container,

Dangerous Goods (Dangerous Goods):Petroleum and petroleum products included in the International Convention for the Prevention of Pollution of the Seas by Ships (MARPOL)73/78 Annex I, Attachment 1, packaged goods and objects given in Part 3 of the IMDG Code, characteristic of the cargoes given in Attachment 1 of the IMSBC Code bulk cargoes with the words 'B' and 'A and B' in the group box in the group box in the group box, liquid substances with the phrase 'S' or 'S/P' in the 'd' column titled hazards of the table given in Chapter 17 of the IBC Code, Gaseous substances given in GC Code Section 19, and substances that have not yet been included in these lists, but that have the potential to harm life, property, the environment or other materials during transportation due to their physical, chemical properties or mode of transport, and the packages in which these substances are transported and that have not been cleaned properly. and freight transport units,

Ship Captain:Person who manages the ship carrying dangerous goods coming to the port,

Boat:The ship that loads/discharges dangerous goods at the port,

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ADR:European Agreement on the Road and International Transport of Dangerous Goods,

Safety Data Sheet (SDS Form):Dangerous substances and preparations;The document containing detailed information on its properties, the safety measures to be taken in the workplaces according to the dangerous properties of the substance and preparation, the necessary information on the protection of human health and the environment from the negative effects of dangerous substances and preparations,

Preparation:Mixtures or solutions of at least two or more substances,

Shore Facility Operator:Giresun Port Management INC.' well,

Incident Control Center:Port Support Services,

Hot work:Use of open fires and flames, electrical tools or hot rivets, grinding, soldering, burning, cutting, welding or any other repair work involving heat or generating sparks, which may cause danger due to the presence or proximity of dangerous loads in the environment,

Buyer:Real and legal persons who will take delivery of the dangerous cargo in accordance with the transport contract,


Packing:The transport container in which the dangerous cargo is placed, as defined in IMDG Code Chapter 6,

Packed by:Natural and legal persons who place dangerous goods in different types of containers, including large packaging and intermediate bulk containers, and make the packages ready for transport when necessary, pack dangerous goods or change the packages and labels of these goods, label them for transportation, sender or real and legal persons who carry out these operations with his instructions. and the land and shore facility personnel who actually perform this operation,

Bulk load:Substances in solid, liquid and gaseous state that are the structural part of the ship or are in a tank or hold permanently fixed in or on the ship, intended to be transported directly without containment,

Handling:Without changing the essential characteristics of the dangerous cargo, changing its location, transferring it from large containers to small containers, ventilating, separating, sifting, mixing, renewing, changing or repairing the cargo transport units and packages, and similar operations for transportation,

Fumigation:The process of applying chemical substances in the form of solid, liquid or gas that act in gaseous form to a closed cargo transport unit or ship hold in order to destroy harmful organisms,

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IBC Code:International Code on the Construction and Equipment of Ships Carrying Dangerous Chemical Cargo in Bulk,

IGC Code:International Code on the Construction and Equipment of Ships Carrying Liquefied Gas in Bulk,

IMDG Code:International Code for Dangerous Goods Transported by Sea,

IMO:United Nations International Maritime Organization,

IMSBC Code:International Maritime Solid Bulk Cargo Code,

ISPS Code:International Ship and Port Facility Security Code,

Administration:Dangerous Goods and Combined Transport Regulation General Directorate,

Timber Code:Code of Safe Practices Regarding Ships Carrying Timber Cargo on Deck,

Container:A load carrying equipment that has a certificate in accordance with the applicable standards within the scope of the CSC Contract,


SOLAS:International Convention for the Safety of Life at Sea, 1974,

Grain Code:International Code for the Safe Transport of Bulk Grains,


Bearing:Actual carrier, broker, ship owner, freight forwarder, freight forwarder, shipping agency, who receives, submits and accepts offers for the transportation of all kinds of dangerous goods on their own behalf or on behalf of third parties, together with the dangerous cargo transportation by road or rail within the scope of combined transportation. Natural and legal persons who carry out the transportation with or without a contract,

Dangerous waste:The parts and solutions of the cargo or the dangerous cargo that is not directly used, or of the packages and cargo transport units carrying dangerous goods, which are classified as specified in the Basel Convention and whose transport class and conditions are determined within the scope of SOLAS, which are transported for reprocessing, garbage, incineration or disposal by any other means. , mixtures and used packaging and cargo transport units,

Uploaded by:In accordance with the instructions of the sender, natural or legal entities that load dangerous cargoes and cargoes that pose a danger in terms of loading safety to the ship or sea vehicle, vehicle or cargo transport unit, label, plate the cargo transport

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unit, handle, stack and unload the cargo including the dangerous cargoes in the ship or cargo transport unit. people,

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1. INTRODUCTION

The entry and possession of dangerous goods in the coastal facility, the subsequent handling, the general safety and protection of the area, the protection of the cargo, the safety of everyone at or near the coastal facility and the protection of the environment should be controlled.

1.2. Safety of life at sea is also related to the safety and protection of a ship, its cargoes and crew at the coastal facility, and the precautions taken regarding dangerous cargoes before they are directly loaded/discharged and during handling.


1.3. The recommendations in this guide are limited to dangerous goods in the port area as part of the transport chain. The recommendations in this guide do not apply to dangerous goods that are generally kept in the port area or used in the port area, but the Administration may wish to check whether the said use and storage procedures comply with legal national requirements.

1.4. Although land, port and sea elements are included in the general transport chain, it is very important that the persons responsible for the matters specified in 1.4 take all kinds of precautions and that all relevant information is given to the persons involved in the transport chain, also on the final consignment. Consideration should be given to the possible different requirements for different modes of transport.

1.5. The safe transportation and loading of dangerous goods is based on the correct and precise application of the regulations for the transportation and loading of the cargo in question, and is subject to the judgment of everyone who knows the regulations fully and in detail and is aware of the current risks related to these issues. This can only be achieved through properly planned and executed training and retraining of the persons concerned.


1.6. Laws, regulations and related publications are under constant evaluation and are regularly revised. It is very important to use only current versions. The contents of these Laws, regulations and related publications are reproduced in the recommendations in this guide only to the extent necessary.

1.7. In the preparation of this guide, IMDG CODE, IMSBC CODE and IMO 1216 CR documents were consulted and information was used.


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FACILITY INFORMATION FORM


1	Facility operator name/title	Giresun Port Management Inc.		
2	Contact information of the facility operator (address, telephone, fax, e-mail and web page)	Sultan Selim Mah. Mustafa Kemal Pasa Boulev No:9 Giresun Phone :0 (454) 216 23 82 Fax:0 (454) 212 17 34 Web:www.giresunport.com.tr		
3	Facility name	Giresun Port Management Inc.		
4	City where the facility is located	Giresun		
5	Contact information of the facility (address, telephone, fax, e-mail and web page)	Giresun Port Authority Tel No:0(454) 216 11 06		
6	Geographical region of the facility	Black Sea Region - Eastern Black Sea Region		
7	Port Authority and contact details of the facility	Giresun Port Authority Tel No:0(454) 216 11 06		
8	Mayor's Office and contact details of the facility	Giresun Municipality Tel No:444 4 028		
9	Name of the Free Zone or Organized Industrial Zone where the facility is located	NONE		
10	Validity date of Coastal Facility Operation Permit/Temporary Operation Permit	15.05.2023		
11	Facility activity status	Own load and 3 additional persons (x)	Own Burden	3rd Party
12	Name and surname of the facility manager, contact details (phone, fax, e-mail)	Murat SOLAK Phone:0531 298 59 79 Fax:0(454) 212 17 34 Email:murat.solak@tiriyaki.com.tr		

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13	Name and surname, contact details (phone, fax, e-mail) of the dangerous goods operations officer of the facility	Gamze GEZMİŞ Phone:0534 467 23 73 Email:gamze.gezmis@giresunport.com.tr
14	Name and surname of the Dangerous Goods Safety Advisor of the facility, contact details (phone, fax, e-mail)	Elif Kaplan Phone:0535 360 53 26 Email:elif@tmgddanismanlik.com
15	Marine coordinates of the facility	Latitude :40 92 north Longitude :38 37 east
16	Types of dangerous goods handled at the facility (Loads within the scope of MARPOL Annex-I, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code, asphalt/bitumen and scrap loads)	-IMDG Code -IMSBC Code -BLU Code -BLU Manual
17	Types of ships that can approach the facility	General Cargo Ship Dry cargo Bulk Carrier Container Ro-Ro
18	Dangerous goods handled at the facility (loads other than IMDG Code, among the cargo types in Article 16, will be written separately. Additional cargo request will be sent to the port authority with Annex-1 form. It will be added to TYER when appropriate)	Coal (B and A)
19	Classes for cargo handled, subject to IMDG Code	Class 4.2
20	Groups in characteristic table for handled cargo subject to IMSBC Code	B (UN 1386), Coal (B and A)
21	Distance of the facility to the main road (kilometers)	Direct Connection available
22	The distance of the facility to the railway (kilometers) or the railway connection (Yes/No)	NONE
23	Name of the nearest airport and its distance from the facility (kilometers)	Ordu Giresun Airport 30 km
24	Load handling capacity of the facility (Ton/Year;TEU/Year;Vehicle/Year)	4.999.000 tons/year
25	Whether scrap handling is done at the facility	No
26	Is there a border gate? (Yes No)	No
27	Is there a bonded area? (Yes No)	Yes

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28	Cargo handling equipment and capacities	1 Industrial Excavator with a maximum capacity of 50 tons 1 industrial excavator with a maximum capacity of 17 tons				
29	Storage tank capacity (m3)	no				
30	Open storage area (m2)	63.000 m2				
31	Semi-closed storage area (m2)	NONE				
32	Closed storage area (m2)	31.000 m2				
33	Determined fumigation and/or de-fumigation area (m2)	NONE				
34	Name/title contact details of pilotage and tugboat services provider	Towage Services; Mertcan Shipping Port Services Domestic and Foreign Trade. Ltd. Sti. Address:Cevizdere Mahallesi Balkan Street No:2/1 Ünye/ORDU Communication:0532 777 53 55 Email:mertcandenizcilik52@gmail.com GUIDANCE SERVICES Pilots within the company; 1. Okan KAYA – 0533 734 00 05				
35	Has a Security Plan been created? (Yes No)	Security Plan is available under ISPS.				
36	Waste Reception Facility capacity (This section will be arranged separately according to the wastes accepted by the facility)	Waste Type Capacity (m3)				
		sludge 35				
		Bilge 40				
		dirty water 35				
		Waste Oil 35				
		Dehydrated Bilge Oil 25				
	Toxic Liquid Substance Tank 25					
37	Dock/pier etc. properties of fields					
	Dock / Pier No	Height (meter)	Most (metre)	Maximum water depth (meters)	Minimum water depth (meters)	Largest Tonnage and Length DWT/GRET/Meter
	1&2	269 m.	50m	10 m	7.85 m	160 m
	3&4&5	469 meters	50 meters	12,50 m	10 m	230 m

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1.1 Loading/Discharging, Handling and Storage Procedures for Dangerous Goods Handled and Temporarily Stored at the Coastal Facility

1.1.1 The Dangerous Goods Handled and Temporarily Stored in Our Shore Facility are as follows.

Coal, Meals, Oilseeds and packaged cargoes are handled in bulk at the facility. Dangerous goods are not stored in the open area.

1.1.2 Loading/Discharging Procedure for Handled and Temporarily Stored Dangerous Goods:

1.2.1 General


1.2.1.1 Among the cargoes defined as class 1 explosives (except class 1.4), class 7 radioactive materials, class 6.2 infectious substances in the IMDG Code, some cargoes included in packing group I are not taken to the shore facility. These cargoes are called as unacceptable dangerous goods and they are operated as transit cargo if the Authorized Authority has permission. Loading and unloading is done in a special area at the coastal facility and they are shipped away without waiting at the coastal facility. All kinds of bulk cargo within the scope of MARPOL Annex-I, IMSBC Code, packaged cargoes within the scope of IMDG Code are handled in the port area, but dangerous goods are not stored in the open area.

1.2.1.2 It is ensured that the following matters are fulfilled in terms of the safety of the coastal facility, its employees and the ships in the coastal facility, in matters such as handling, temporarily holding and storing dangerous goods coming to the coastal facility.

1.2.1.2.1 A coordination meeting is held at least 1 day before the non-routine dangerous goods are accepted to the coastal facility, and the Supply Directorate, Terminal, HSE, TMGD and other relevant persons attend this meeting. (The decision to hold this meeting for the routinely handled dangerous goods accepted to the port can be made by the Supply Directorate, Terminal or HSE/TMGD.)

1.2.1.2.2 In the coordination meeting, regarding the dangerous cargo/s to be accepted to the coastal facility;

1. Risk arising from dangerous cargo
2. Interaction with dangerous cargoes present in the coastal facility,
3. Interaction with the cargoes planned to be accepted to the coastal facility in the near future,
4. Material and equipment needs in terms of Emergency Response
5. Adequacy of Emergency Response teams
6. Interaction with/from neighboring facilities

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Acceptance / rejection or administrative decision is taken by considering the subjects within the scope of current IMDG CODE documents.

1.2.1.2.3 If a decision has been made at the meeting to accept the dangerous cargo, the Management, operation, storage, security, emergency response units start the preparation and acceptance process to be informed.

1.2.1.2.4 It notifies the Giresun Port Authority in writing, together with the reasons for the situation, when the Port Authority needs to be informed during the admission to the coastal facility.

1.1.3 Handling and Storage Procedures:

1.1.3.2. Hazardous Solid Bulk Cargo Handling Procedure

1.1.3.2.1 Safe Handling of Dangerous Solid Bulk Cargo Operation Procedure

1.1.3.2.1.1 The loading and unloading program is prepared 1 day in advance with the participation of Operation, Site Planning, HSE, TMGD and other relevant persons. The equipment, crane, crew, number of posts and berth to be used in this meeting are determined. The personnel who will work in the operation are informed about the danger of the load and are equipped with the necessary protective equipment. Environmental safety is provided by HSE.


1.1.3.2.1.2 Appropriate gas measurement devices are available in the coastal facility in order to regularly control the toxic or flammable gas concentration that may form in closed areas where dangerous solid bulk cargoes that emit toxic or flammable gas are temporarily stored, and their possible spread. No personnel will be assigned in the ship's hold and in the field before gas measurements are made. In addition, an effective ventilation system is established in the closed areas used for such loads and in the areas adjacent to these areas.

1.1.3.2.1.3 Necessary warnings are made so that the trucks do not over-load the load, and the responsible pay attention to this issue. After loading, the trucks must be covered.

1.1.3.2.1.4 Drivers will wait at the specified point away from the vehicle during vehicle loading and unloading. It will be checked that the driver has the necessary protection equipment.

1.1.3.2.1.5 Occupational safety in the working area, control of equipment, entry and exit of external persons, safe handling of the load, environmental cleanliness and control of the proper execution of these works are in the hands of the shift supervisor.

1.1.3.2.1.6 The responsibility for loading and unloading in accordance with the cargo plan belongs to the scorers.

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1.1.3.2.1.7 In case the ship evacuation is partially finished, gas measurements will be made before the assignment is made for the discharge of the cargo remaining in the ship's hold.

1.1.3.2.1.8.A tarpaulin is laid between the ship and the quay and a person responsible for cleaning is determined for the loads scattered around.

1.1.3.2.1.9.It may occur during the handling of dangerous solid bulk cargoes;Atex directives within the scope of preventing or minimizing risks related to life, property and environment safety that may be caused by dangerous gas emission, explosive/flammable dust and intense dust formation, substances that can ignite on their own or when combined with water, oxidizing substances and dangerous substances when interacting with each other, Takes necessary precautions based on explosion protection document and experience.

1.1.3.3 Procedure for Dangerous Packaged Cargo Handling and Temporary Storage

1.1.3.3.1 A storage area in accordance with the segregation and stacking rules for packaged dangerous cargoes and containers carrying dangerous goods will be created at the Coastal Facility, and the temporary storage of said packaged cargoes and containers will be carried out in accordance with the separation and stowage rules determined by the International Maritime Organization (IMO). will be done.


1.1.3.3.2 Containers containing dangerous goods shall be placed at the outermost part of the stack with their entrance doors facing outwards.Access roads to cargo transport units containing dangerous goods are open in all storage areas of the coastal facility, and necessary fire, environmental and other safety measures will be taken in these areas.How to implement this requirement at the facility is mentioned in the dangerous goods guide as a document by the coastal facility.

1.1.3.3.3 Work and operations for damaged cargo transport units or packages containing dangerous goods will be carried out by taking necessary precautions in closed warehouses.In case of leakage in the aforementioned cargo transport unit or packages, the related operations will be carried out in the warehouse and in the leakage pools.Closed warehouses are allocated for packaged goods at the facility.

1.1.3.3.4 Information on fire protection systems:

Emergency and fire equipment are as follows:

- ✓ Fire Hydrants
- ✓ Fire Extinguishers

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- ✓ Fire Cabinets and Fire Hoses
- ✓ Fire / Gas Alarm Detectors in Fields
- ✓ Monitors (Water polo)
- ✓ There is one electric and one diesel type fire pump with a flow rate of 227 m³ / hour that will feed the fire circuit in the port with sea water.

1.1.3.3.5 Giresunport Port Management provides all services for the safe berthing, mooring, loading/discharging, sheltering or anchoring of ships carrying dangerous goods at our port, day and night.

1.1.3.3.6 Cargo transport units, in which temperature-controlled dangerous goods are transported, will only be temporarily stored at the IMDG site where necessary precautions are taken.

1.1.3.3.7 When the class 4.1, 5.2 and stabilized cargoes that require temperature control will arrive at the port facility, SDS (material safety data form) is requested from the cargo officer and information about OHS, TMGD and Environmental unit is shared.

1.1.3.3.8 The SADT values of the relevant substances are determined in line with the information received from the SDS and the cargo person by the OHS, TMGD and Environmental Unit. In addition, additional measures to be taken are provided by the relevant units.


1.1.3.3.9 The related control temperature and additional measures to be taken are communicated to the operation unit, and the controls of the load are carried out for periods not exceeding 4 hours via the control form in Annex 21.

1.1.3.3.10 In possible emergency situations, the relevant units and the cargo person intervene with the intervention methods determined.

1.1.3.3.11 Packages containing Class 4.3 dangerous substances that emit flammable gas in contact with water and cargo transport units containing such packages will be stored in covered warehouses. The warehouse area will be equipped with warning signs indicating the risks of the loads.

1.1.3.3.12 In the closed areas used for temporary storage, emergency exit, adequate ventilation, water drainage system, leakage pool, suitable fire extinguishing and fire warning systems, appropriate lighting system and fire resistant walls and doors have been installed.

1.1.3.3.13 It has the necessary equipment and leakage pools to minimize the damage that may occur in case of dangerous cargo spilling in the port. Equipment, cleaning

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materials and portable collection basins, as well as chemical spill prevention saudades (mobile sets), black spill absorbent brooms, absorbent cloths and other similar equipment are readily available for use.

1.1.3.3.14 Emergency situations (fire, explosion, leakage, etc.) and response, occupational health and safety, ISPS code security awareness training in accordance with the job descriptions and working areas of the personnel involved in the loading / evacuation of packaged dangerous goods at the coastal facility and safety issues specified in article 10.4 will be provided.

1.1.3.3.15 Depending on the capacity of the facility and its location; Electric and diesel engine water pump connected with sufficient volume of water tanks for cooling with sufficient power and capacity, fire hydrant connected with fire pipes in sufficient number/diameter where necessary, fire cabinet, backup energy generation devices (generator) with sufficient power, sufficient number of foamed (for buildings and extinguishing works other than liquefied gas fire) and dry chemical/powder fixed/mobile fire extinguishing devices.


1.1.3.3.16 It will be checked that the necessary warnings, warning signs and fire alarm (alarm) buttons are visible and easily accessible. In dangerous places and situations, the relevant personnel will be equipped with personal protective clothing and equipment in accordance with occupational safety and worker health criteria. Personnel who do not have personal protective clothing and equipment suitable for their job descriptions and working areas will not be employed.

1.3.2.1.2 Requirement

1.3.2.1.1 While determining the areas to be handled according to the risks of dangerous goods; Administrative buildings, other facilities adjacent to the facility, the types of cargo handled in these facilities, the characteristics of other loads temporarily stored and handled at the facility, and the fastest and safest access possibilities for emergency response will be taken into account.

1.3.2.1.2 Issues regarding additional safety and security measures to be taken in coastal facilities and these measures will be provided by the Operations department.

1.3.2.1.3 The Shift Supervisor or the operation supervisor is responsible for the handling of dangerous solid bulk cargoes. In this context, the shift supervisor and the

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operation supervisor are responsible for the additional safety and security measures to be taken at the coastal facilities and for taking these measures.

1.3.2.1.4 Electrical equipment, equipment and hardware to be used in areas where dangerous goods are handled shall be of standards suitable for use in flammable, explosive or explosive environments.

During cargo operations for dangerous solid bulk cargoes, electric lamps other than arc lamps shall be used and these lamps shall be gas-tight.

1.3.2.1.5 Adequate number of suitable personal protective clothing, equipment and equipment will be provided against the characteristics of the handled dangerous solid bulk cargoes and the risks they may pose.


1.3.2.1.6 The concentration of toxic or flammable gas that may form in areas where dangerous solid bulk cargoes that release toxic or flammable gas are handled and their possible spread will be regularly checked with gas measuring devices and the measurements will be recorded.

1.3.2.1.7 The surroundings of the areas where dangerous substances such as coal, which burn by themselves but are not affected by water, are stored, should be equipped with water cannons and irrigation operations will be carried out in a way to prevent burning. While declaring the temporary storage area, it will be taken into account whether the surrounding of the area has a drainage system to collect polluted water.

1.3.2.1.8 Tarpaulins that will prevent solid bulk dangerous goods from falling into the sea during discharging or loading onto the ship will be kept between the ship and the pier during the operation.

1.3.2.1.9 The captain of the ship that will load/discharge the dangerous solid bulk cargo shall take the detailed loading/unloading plan, which includes the details of the location and quantities of the cargo in question, by the operation manager before starting the loading/unloading process. An agreement will be reached between the ship's master and the operation manager regarding the said loading/discharge plan.

1.3.2.1.10 The ship's master and operations officer, within their own areas of responsibility, carry out operations for the transportation, handling or loading/unloading of dangerous solid bulk cargoes, "International Maritime Solid Bulk Cargoes Code (IMSBC Code)", "For Safe Loading and Discharging of Bulk Cargo Ships". Code of Practice (BLU Code)", "Regulation on Safe Loading and Unloading of Bulk Cargo Ships" published in the Official Gazette dated 31.12.2005 and numbered 26040, and "Solid Bulk Loading and Unloading Manual for Terminal Representatives (IMO MSC/ Circ.1160 will ensure that it is done in accordance with MSC/Circ.1230 and MSC.1/Circ.1356).

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1.1.3.2.3 Documentation

1.1.3.2.3.1 Ships of 500 gross tons and above built on or after September 1984 and carrying dangerous goods must comply with the requirements of SOLAS 1974 regulation II-2/19. In this context, such ships are required to carry a Certificate of Conformity, in accordance with SOLAS 1974 regulation II-2/19.4, as proof that the ship complies with the specific requirements for ships carrying dangerous goods specified in SOLAS regulation II-2/19. Cargo ships of less than 500 gross tons built on or after 1 February 1992 must comply with the requirements of SOLAS 1974 regulation II-2/19 and be specified in this Certificate of Conformity, unless the relevant Administrations reduce the applicable requirements.

1.1.3.2.3.2 Certificate of Conformity should also provide information about the classes of dangerous goods that can be transported.

1.1.3.2.3.3 In addition, ships carrying dangerous solid bulk cargoes must have on board a list, manifest or detailed stowage plan detailing the dangerous cargo and its location on board.

1.1.3.2.4 Compliance responsibility

1.1.3.2.4.1 When the dangerous solid bulk cargoes are transported, transported or stowed, the master of the ship or the port facility ensure that the loading and unloading operations within their area of responsibility are applicable to the Bulk Cargo (BC) Code and the Code of Practice for Safe Loading and Unloading of Bulk Cargoes and the Guidelines for Terminal Controllers on Loading and Unloading Solid Bulk Cargoes.


1.1.3.2.5 Emission of hazardous dusts

1.1.3.2.5.1 Where the transport, handling or stowage of dangerous bulk dry cargoes may cause dust emissions, all practicable measures shall be taken to prevent or minimize the generation of such dust emissions and to protect people and the environment from such emissions.

1.1.3.2.5.2 In addition to personal washing and hygiene, as well as the washing of used clothing, these measures will include appropriate protective clothing, respiratory protection and, where needed, protective creams.

1.1.3.2.6 Hazardous vapor emission/oxygen deficiency

1.1.3.2.6.1 Where the transport, handling or stowage of dangerous bulk cargoes may result in toxic or flammable vapor emissions, all practicable measures shall be taken to prevent or minimize the generation of such vapor emissions and to protect people and the environment from such emissions.

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1.1.3.2.6.2 When dangerous solid bulk cargoes that may emit toxic or flammable vapors are transported, transported or stacked, the measurement of the toxic or flammable vapor concentration shall be provided.

1.1.3.2.6.3 When dangerous solid bulk cargoes capable of emitting toxic or flammable vapors are transported, transported or stacked, appropriate instruments shall be available for measuring the concentration of toxic or flammable vapors.

1.1.3.2.6.4 Except in an emergency; No one shall be allowed into a confined space where dangerous bulk solids emitting such toxic or flammable vapor are stowed or where oxygen is insufficient, unless it is determined that the atmosphere in the area is not hazardous to human health or safety.

If it is necessary to enter this area during an emergency, the person entering this area will use a self-contained breathing apparatus in accordance with the confined space entry procedures.

1.1.3.2.7 Explosive dust emissions

1.1.3.2.7.1 When dangerous solid bulk cargoes that may cause flammable dust emissions due to ignition are transported or transported, the entire fire hose shall be kept ready to prevent such flashing and to minimize the effects of flashing in case it occurs.

1.1.3.2.7.2 Measures to be taken include avoiding sources of ignition to limit the concentration of dust in the atmosphere and hosing rather than vacuuming.


1.1.3.2.7.3 The products that may generate explosive dust emission in the facility will be handled in the environments and with the precautions evaluated on the explosion protection document.

1.1.3.2.8 Simultaneously flammable substances and substances that react with water

1.1.3.2.8.1 Dangerous solid bulk cargoes that can turn into flammable or toxic vapors or cause simultaneous explosion in case of contact with water shall be kept as dry as possible. Such loads will only be transported under dry weather conditions.

1.1.3.2.9 Oxidizing agents

1.1.3.2.9.1 Dangerous solid bulk cargoes, which are an oxidizing agent, shall be transported, transported and stacked in such a way as to prevent contamination with flammable or carbon-containing materials. Oxidizing agents shall be kept away from any source of heat or ignition.

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1.1.3.2.10 Incompatible substances

1.1.3.2.10.1 Dangerous solid bulk cargoes will be transported and transported in a way that prevents dangerous interaction with unsuitable materials.

1.1.3.2.11 Loads according to IMSBC CODE that can be handled at the facility

1.1.3.2.11.1 Group A loads (liquefiable loads)

Liquefaction is when a charge becomes fluid (liquid).Charges prone to liquefaction contain a certain amount of moisture and are small-grained, and may appear relatively dry and granular.

Group A loads

- **Mineral concentrates**

Refined ores are the most valuable components in mineral concentrates, where waste materials are removed and enriched.It includes copper concentrates, iron concentrates, lead concentrates, nickel concentrates and zinc concentrates.

- **nickel ore**

There are different types of nickel ores that vary in color, grain size and moisture content.

Some may contain clay-like ores.

Coal

Coal (bituminous and anthracite) is a combustible material consisting of natural, solid, amorphous carbon and hydrocarbons.It fits best in Group B for its flammable and self-heating properties, but can also be classified as Group A because it can liquefy if too thin (eg if 75% consists of particles smaller than 5mm).In these cases, it is classified as both group A and group B.

1.1.3.2.11.2 Group B loads (loads with chemical hazards)

Group B loads are classified in two ways in the IMSBC Code:'Solid Dangerous Goods in Bulk' (International Maritime Dangerous Goods (IMDG) Code and 'Dangerous Goods in Bulk Only' (MHB).This information is found in the "specifications" section of the cargo's plan and solid cargoes classified as dangerous in Bulk also have a 'UN' number in the Bulk Cargo Shipping Name.

Solid goods dangerous in bulk


In the code, these loads are classified as follows:

Class 4.1:flammable solids

Class 4.2:simultaneous burning substances

Class 4.3:Substances which, in contact with water, emit flammable gases

Class 5.1:oxidizing agents

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Class 6.1:toxic substances

Class 7:radioactive substances

Class 8:abrasive substances

Class 9:Miscellaneous dangerous substances.

Substances dangerous only in bulk (MHB)

MHB cargoes are substances that present chemical hazards when shipped in bulk and do not meet the above criteria for inclusion in IMDG.They present significant risks when transported in bulk and require special attention.They are defined as follows:

Flammable solids: Substances ready to burn or easily combustible

Self-heating solids:self-heating substances

Solids that emit flammable gas when wet:Substances which, in contact with water, emit flammable gases

Solids that emit toxic gases when wet:Substances that emit toxic gases when in contact with water

Toxic Solids:Substances that are acutely toxic to humans by inhalation or in contact with skin.

Abrasive solids:are corrosive to the skin, metals or respiratory system.

Current risks of Group B loads

The major risks associated with Group B loads are fire and explosion, release of toxic gases and corrosion.

- **Coal**

Coal combustible gases can generate spontaneous heat, reduce oxygen concentration and irritate metal structures.Some types of coal can produce carbon monoxide or methane.

- **petro coke**


Uncalcined petro coke is heat sensitive.It can burn at high temperatures.There is no special requirement for ventilation in the areas where they are stored.There are no special requirements in handling, unloading and cleaning.It is obligatory to wear gloves, work clothes, boots and hard hats as protective clothing.Spray nozzles are ready.

- **Direct reduced iron (DRI)**

DRI can react with water and air to produce hydrogen and heat.The heat generated can cause ignition.Oxygen content may decrease in confined spaces.

- **Metal sulfate concentrations**

Some concentrations of metal sulfates are prone to oxidation and can cause self-heating tendencies and Oxygen depletion and toxic gas production.Some metal sulfate concentrations may exhibit corrosion problems.

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- **organic substances**

Ammonium nitrate-based fertilizers Ammonium nitrate-based fertilizers support combustion.If heated, contaminated, or confined closely, they can explode or deteriorate to emit toxic gases.

- **Wooden products transported in bulk**

Wood products transported in bulk are listed in the new annex to the Code:Wood Products– General.Log, pulp, logs, saw logs and timber.These loads reduce oxygen and increase carbon dioxide in the cargo area and nearby. These are wood products that are loaded and unloaded by methods such as elevators and buckets, and they are differentiated from other wood products.

1.1.3.2.11.3 Group C Cargoes (non-liquefiable or chemically hazardous loads)

Although Group C Cargoes do not present the hazards associated with Group A and B loads, they can still carry risks.

Group C Load Examples

Iron ore and high-density loads

- **Sand and fine particulate materials**

Fine particulate materials can be abrasive.Silica sand can be inhaled with tin, which can cause respiratory diseases.Persons who may be exposed to cargo dust should wear goggles or other equivalent eye dust protection apparatus, dust filter masks and protective clothing.


- **Cement**

The cement may slide when it aerates during loading. Dust may also arise from this load.

Persons who may be exposed to cargo dust should wear goggles or other equivalent eye dust protection apparatus, dust filter masks and protective clothing.

1.1.3.2.2 Procedures for Keeping Flammable, Flammable and Explosive Cargoes Away from Operations That Create/May Create Sparks and Not to Operate Vehicles, Equipment or Tools that Generate/Create Sparks in Dangerous Goods Handling, Stacking and Storage Areas:

1.1.3.2.2.1 It is forbidden to smoke, light a fire, and do spark-generating works such as welding on the cargo deck and points of berthed ships carrying dangerous goods, and in the handling area of the coastal facility of dangerous goods.

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1.1.3.2.2.3 Flammable materials are kept away from spark-generating processes and spark-generating vehicles or tools are not operated in the dangerous goods handling area.

1.1.3.2.2.4 In dangerous cargo areas, handling dangerous goods, especially in working with flammable, combustible and explosive materials; o Not doing hot works (welding, cutting, etc.), working in a controlled manner by taking technical safety measures in necessary cases, o Using non-sparking hand tools, o Working with experienced personnel, o Informing the relevant units before the work, o Briefing the personnel who will work in the field, o Water Availability of protective measures such as curtains and equipment for use,

1.1.3.2.2.5 Ensuring that the personnel who will do this type of hot work work with protective clothing and equipment and, when necessary, closed circuit breathing apparatus.

1.1.3.2.2.6 In such works, it should be ensured that emergency teams are assigned to respond to a possible undesirable situation in a short time.

1.1.3.2.2.7 In addition, it should be ensured that the requirements specified in ANNEX-9 of the "Directive on the Issuance of Dangerous Goods Conformity Certificate" are fulfilled.


1.1.3.2.2.8 Dangerous goods should be handled and stored temporarily so that they do not react dangerously with other materials. Separation rules should be applied between the aforementioned cargoes and packaged dangerous goods. The separation rules of solid bulk cargoes are given below.

According to the separation rules within the scope of the IMDG code, separation rules are applied as mentioned in section 4.

1.1.3.3 Segregated Storage in Port Areas

The IMO Maritime Safety Committee (MSC), through Circular 1/1216 dated February 26, 2008, has issued several revised recommendations regarding the non-hazardous shipment of dangerous goods and related activities within the port areas.

MSC 1216 Circular of 2008 sets out the decision that containers carrying dangerous goods should not be stacked on top of others. Containers carrying dangerous goods in the same class are exempt from this rule. This exemption does not apply to loads in Class 8 (abrasives) if they have different contents. In other words, if the load in Class 8 consists of exactly the same substances, they can be stored on top of each

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other. Containers should always be stacked to facilitate access to doors and sides so that cooling and control work can be carried out.

For dangerous goods stored in private areas or in depository areas, the distinction to be made between different classes should be taken into account. The chart specified by the IMDG Law will guide in terms of stowage on ship decks. With the IMO Port Recommendations, the following separate storage schedule has been created in terms of port storage.

2. RESPONSIBILITIES


2.1 Responsibilities of Cargo Person:

All measures will be taken at our facility in order to carry out the transportation in a safe, secure and environmentally friendly manner, to prevent accidents and to minimize the damage when an accident occurs, and the responsible authorities and the responsibilities of these authorities are as follows.

- It prepares and has all mandatory documents, information and documents related to dangerous goods and ensures that these documents are present with the cargo during the transportation activity.
- It provides classification, definition, packaging, marking, labeling and placarding of dangerous goods in accordance with the legislation, if possible, according to their type.
- It ensures that the dangerous goods are loaded, stacked, securely fastened, transported and unloaded safely in the packaging and cargo transport unit, whichever is possible, in accordance with the approved and rules, according to the type of the load.


2.2 Responsibilities of the Coastal Facility Operator:

- **It does not dock the ships carrying dangerous goods without the permission of the port authority.**
- It gives written information to the ship that will dock at its facility within the scope of facility rules, cargo handling rules and relevant legislation.
- It does not handle dangerous goods for which it has not received a handling permit from the administration, and it does not harm the ships that will dock by planning in this context.
- It requests mandatory documents, information and documents related to dangerous goods from the cargo person and ensures that they are found with the cargo. In case the relevant documents, information and documents cannot

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be provided by the cargo person, it is not obliged to accept or handle the dangerous cargo at its facility.


- It carries out the loading or unloading operation according to the agreement to be reached by sharing all the data that may be required according to the characteristics of the cargo with the ship's person. The ship does not change the operation without the knowledge of the person concerned.
- It determines the working limits by taking into account the safe working capacity of the facility and the weather forecasts, and takes the necessary measures for the ship to be safely anchored at the pier and for handling.
- It controls the transport documents containing information that the dangerous goods coming to the facility are classified, packaged, marked, labeled, plated and loaded safely to the cargo transport unit.
- It ensures that the personnel involved in the handling of dangerous goods and the planning of this handling are documented by receiving the necessary training, and does not assign personnel without documents to these operations.
- It ensures that the dangerous goods handling equipment in its facility is in working condition and that the relevant personnel are trained and documented on the use of these equipment.
- By taking occupational safety measures at the coastal facility, it ensures that the personnel use personal protective equipment suitable for the physical and chemical characteristics of the dangerous cargo.
- It carries out activities related to dangerous cargoes at docks, piers and warehouses established in accordance with these works.
- Equips the piers and piers reserved for ships that will load or unload dangerous liquid bulk cargoes with appropriate installations and equipment for this work.
- It keeps an up-to-date list of all dangerous cargoes on the ships berthed and in the closed and open areas of its facility and gives this information to the relevant parties upon request.
- It notifies the port authority of the instant risk posed by the dangerous goods it handles or temporarily stores in its facility and the measures it takes for it.
- It notifies the port authority of the accidents related to dangerous goods, including the accidents at the entrance to the closed areas.
- It provides the necessary support and cooperation in the controls and inspections carried out by the administration and the port authority.
- It ensures that Class 1 (except Class 1 Compatibility Group 1.4 S), Class 6.2 and Class 7 dangerous goods, which are not allowed to be temporarily stored, are transported out of the coastal facility as soon as possible, and applies to the Administration for permission in cases where it is necessary to wait.

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- It stores the cargo transport units where dangerous goods are transported in accordance with the separation and stacking rules, and takes fire, environment and other safety measures in accordance with the class of the dangerous cargo in the storage area. It keeps fire extinguishing systems and first aid units ready for use at any time in the areas where dangerous cargoes are handled and makes the necessary controls periodically.
- It takes permission from the port authority before the hot work and operations to be carried out in the areas where dangerous cargoes are handled and temporarily stored.
- Prepares an emergency evacuation plan for the evacuation of ships from the coastal facilities in case of emergency and submits it to the port authority and informs the relevant people about the plan approved by the port authority.
- It ensures the internal loading of cargo transport units in accordance with the loading safety rules in its facility.

2.3 Responsibilities of Ship Person:

- It ensures that the cargo to be carried by the ship is documented as suitable for transportation and that the cargo holds, cargo tanks and cargo handling equipment are suitable for cargo transportation.
- It requests all mandatory documents, information and documents related to dangerous goods from the cargo person and ensures that they are present with the cargo during the transportation activity.
- It ensures that the documents, information and documents required to be found on the ship regarding dangerous goods within the scope of legislation and international conventions are appropriate and up-to-date.
- It checks the transport documents containing information that the cargo transport units loaded on the ship are appropriately marked, plated and loaded safely.
- It informs the relevant ship personnel about the risks of dangerous cargoes, safety procedures, safety and emergency measures, response methods and similar issues.
- It keeps up-to-date lists of all dangerous goods on board and declares them to the relevant parties upon request.
- It ensures that the loading program, if any, is approved and documented and kept in operation.
- It notifies the port authority and the coastal facility of the instant risk posed by the dangerous cargoes on the ship berthing to the coastal facility and the measures taken for it.
- In case of leakage in the dangerous cargo or if there is such a possibility, it does not accept to carry the dangerous cargo.

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- He notifies the port authority of the dangerous cargo accidents that occur on his ship while navigating or at the coastal facility.
- It provides the necessary support and cooperation in the controls and inspections carried out by the administration and the port authority.
- It does not accept to carry dangerous goods that are not included in the ship certificates issued by the relevant institutions and organizations.
- It ensures that the people of the ship involved in the handling of dangerous goods use personal protective equipment suitable for the physical and chemical properties of the cargo.
- Provides the requirements for the loading safety of the loads loaded on their ships

2.4 Responsibilities of the Carrier


- It prepares and has the mandatory documents, information and documents related to dangerous goods prepared and ensures that these documents are present with the cargo during the transportation activity.
- It provides classification, packaging, marking, labeling and placarding of dangerous goods in accordance with their type.
- It ensures that dangerous goods are loaded, stacked and securely fastened to approved packaging and cargo transport units in accordance with the rules and safely.

2.5 Dangerous Goods Safety Advisor Responsibilities

- To monitor compliance with the provisions of international agreements and conventions (ADR/IMDG) in the transport of dangerous goods.
- It offers suggestions to the business in the transportation of dangerous goods according to the provisions of ADR / IMDG.
- To prepare the annual activity report of the enterprise regarding the transportation of dangerous goods within the first four months as of the end of the year and submit it to the Administration in electronic environment.
- Determining the dangerous goods to be transported and determining the requirements and compliance procedures in the IMDG/ADR regarding this substance.
- Guiding the business while purchasing the transportation vehicles to be used in the transportation of dangerous goods.
- To determine the procedures related to the control of the equipment used in the transportation, loading and unloading of dangerous goods.
- To provide or provide training to the employees of the enterprise about the national and international legislation and the amendments made therein, and to keep the records of this training.

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- To determine the emergency procedures to be applied in case of an accident or an event that will affect the safety during the transportation, loading or unloading of dangerous goods,
- To have the employees periodically perform exercises related to these and keep their records.
- To ensure that measures are taken to prevent the reoccurrence of accidents or serious violations.
- To ensure that the special conditions stipulated by the legislation regarding the transport of dangerous goods are taken into account in the selection and employment of subcontractors or third parties.
- To ensure that employees involved in the transport, filling or unloading of dangerous goods have knowledge of operational procedures and instructions.
- To take measures to increase the awareness of the relevant personnel in order to be prepared for possible risks in the transportation, loading or unloading of dangerous goods.
- To create instructions for keeping the documents and safety equipment that should be in the vehicle during transportation according to the class of the dangerous substance.
- To record all kinds of work, including training, audit and control on activities, to keep these records for 5 years and to submit them to the Administration if requested.
- Preparing and enforcing the business security plan specified in ADR/IMDG.
- In accordance with the provisions of the load loaded on the transport vehicle (IMDG/ADR);To determine procedures for work and operations related to packaging, labeling, marking and loading.
- In the inspections to be carried out in relation to his duties in the enterprise;To keep records by specifying the date and time of the audited persons and works.
- In case of any danger, to stop the work until the danger is eliminated, to start the work with its own approval when the danger is eliminated, and to notify the business or the competent authorities in writing of any stage in the process until the danger is eliminated.
- TMGD, in the event that an accident that occurs during transportation, loading or unloading in the enterprise for which it is responsible causes harm to life, property and the environment; collects information about the accident and gives an accident report to the enterprise management or the Administration. This report, prepared by TMGD, is sent to the Administration via the address www.turkiye.gov.tr by the enterprise or TMGDK within one month. This report does not replace the report that should be written within the scope of international or national legislation.

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- To prepare the annual activity report of the enterprise regarding the transportation of dangerous goods in accordance with the format determined by the Administration, within the first four months as of the end of the year, and to submit it to the TMGDK, within which it works, and to the business providing consultancy services, to send it to the Administration via www.turkiye.gov.tr when requested.
- TMGDs authorized within the scope of the IMDG Code prepare a quarterly report regarding the responsibilities set forth in the Regulation on Maritime Transport of Dangerous Goods and Loading Safety of the coastal facilities they serve or serve and submit this report to the Administration.
- Except for the coastal facilities that will receive PIUB for the first time, TMGD is present at the coastal facility during the PIUB audits and actively participates in the audits.
- It prepares the dangerous goods handling and/or temporary storage parts of the Dangerous Goods Handling Guide of the coastal facility together with the coastal facility and checks its accuracy. TMGD's signature is also included in the sections of the guide regarding dangerous goods handling and/or temporary storage.
- In addition to the IMDG Code, within the scope of dangerous goods handled at the coastal facility, he/she will have information about the IBC Code, IGC Code, IMSBC Code and MARPOL 73/78 applications and generally the dangerous goods activities of the coastal facility. The coastal facility operator notifies the coastal facility operator in writing, with the periods agreed between the coastal facility operator and the coastal facility operator, on the condition that it does not exceed 6 (six) months, about its evaluations on whether the dangerous goods handled at the coastal facility are handled in accordance with the rules.


3. RULES AND MEASURES TO BE FOLLOWED BY THE COASTAL FACILITY

3.1 The following are the rules and measures to be followed and applied at the port facility.

3.1.1 Berthing

3.1.1.1 Port facility operations officers ensure that:

3.1.1.2 Adequate and secure fastening facilities; No transit pier is provided by the facility. The ship has to use its own pier and there is a net etc. to prevent falling. must take the necessary safety precautions.

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3.1.2 Review

3.1.2.1 Ensure that the Discharge/Loading ship circuits and shore tanks are properly inspected and that the cargo transport units are regularly inspected for leaks or damage. Intervention when leakage or damage is detected Ship Operation Chief Eng. and Ship Management Shift Eng. done under control.

3.1.2.2 Ensures that no one opens or interferes with any dangerous cargo tank-container, mobile tank or vehicle (tanker) without a reasonable reason. When a tank-container, mobile tank or vehicle (tanker) is opened by a person authorized to inspect, it is ensured that the person concerned is aware of the possible dangers arising from the presence of dangerous cargoes.

3.1.3 Identification, packaging, marking, labeling or labeling and documentation

3.1.3.1 The port facility managers shall ensure that the dangerous cargo entering the facility is properly identified, packaged, marked, labeled or labeled by the persons concerned, in accordance with the provisions of the IMDG Code, or alternatively, in the appropriate national or international mode of transportation. ensure that it has been approved or declared to comply with legal requirements.

3.1.4 Safe loading and parsing

3.1.4.1 At least one responsible person who has sufficient knowledge about transportation and national or international legal requirements for the transportation of dangerous goods, including the separation of incompatible cargoes, is appointed.

3.1.5 Emergency actions

Port facility managers;


3.1.5.1 Ensures that appropriate emergency arrangements are made and notified to the relevant parties. These regulations include:

3.1.5.1.1 providing suitable emergency alarm operating points;

3.1.5.1.2 Notification of an event or an emergency to the relevant emergency services inside and outside the port area;

3.1.5.1.3 Notification of an incident or emergency to the port authority and port area users at sea and on land;

3.1.5.1.4 Provision of emergency vehicles suitable for the hazards of the dangerous goods to be handled;

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3.1.5.1.5 coordinated arrangements for the departure of a ship in the event of an emergency;and;

3.1.5.1.6 Arrangements to ensure adequate access/exit at all times.

3.1.5.2 Considering the nature of the dangerous goods and all their special conditions, the necessity of drawing up a safe and fast emergency escape plan is taken into account.

3.1.5.2.1 The "Medical First Aid Guide (MFAG)" in the IMDG Code annex is used in order to provide the necessary medical first aid for the people affected by the damages of the dangerous goods and the health problems that occur as a result of the accidents involving these cargoes.

3.1.5.2.2 For emergency situations involving dangerous goods, the “Emergency Plans (EmS)” in the IMDG Code annex is used.

3.1.6 Emergency information

Port facility responsibilities;

3.1.6.1 Proper Shipping Names, including quantities, correct technical names (if any) UN numbers, classes or, where assigned, division of goods, Class 1, compatibility group lettering, sub-hazard classes (if assigned) packing group (if assigned) and provides a list of all dangerous goods in warehouses and other areas, including the exact location kept ready for emergency services.


3.1.6.2 The person responsible for the handling of hazardous chemical liquid materials is aware of the occupancy status of dangerous cargoes in his area and keeps the information ready for use in emergency situations.

3.1.6.3 Ensures that the person responsible for cargo loading operations containing dangerous cargo has the necessary information about the measures to be taken to handle the accidents related to dangerous cargoes and that this information is available for use in emergency situations.

3.1.6.4 Electronic or other automated information processing or transmission techniques are used to provide access to information.

3.1.6.5 It ensures that the MSDS forms of all stored products are available at the handling points and they are also accessed electronically.

3.1.6.6 It ensures that port or dock emergency response operations and port or quay emergency telephone numbers are located within or in important locations of warehouses and dangerous goods transport and operations.

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3.1.6.7 Ensures that fire-fighting and pollution-fighting equipment and equipment are clearly marked and notices that draw attention to them are placed in all appropriate places in a clearly visible manner.

3.1.6.8 Provides the information of the emergency operations in force and the services available on the interface to the captain of the ship that loads or carries the dangerous goods.

3.1.7 Fire precautions

3.1.7.1 Ensure that:

3.1.7.1.1 Whereas at the interface where ships dock, the mooring area is always available for emergency services access;

3.1.7.1.2 Make sure that audible or visual alarms for emergency use are located within the area and communication means are available for emergency services.

3.1.7.1.3 Ensure that all areas used for the transport of dangerous goods are kept clean and tidy.

3.1.7.1.4 The master of the ship is informed about the location of the nearest vehicles to call the emergency services before the dangerous goods are loaded, and


3.1.7.1.5 In the areas where dangerous loads are located at the interface, lighting and other electrical equipment that are safe to use in flammable or explosive atmospheres are available.

3.1.7.1.7 Prohibition of smoking places are determined and warnings in the form of symbols prohibiting smoking are clearly visible at all points and are kept at a safe distance from places where smoking areas would pose a danger.

3.1.7.2 The Port Operator should ensure that the equipment used in a flammable or explosive environment or in an environment where such conditions can develop is safe to be used in a flammable or explosive environment, does not cause any fire or explosion and is suitable for use in this way.

3.1.7.3 Ensure that electrical appliances plugged into portable plugs with extension cords are not used in areas or places that can create a flammable atmosphere.

3.1.7.4 Ensure that portable, Ex-proof electrical equipment, suitable for the zone code of the area where it is located, which is safe to be used in a flammable environment, is used in this area.

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3.1.8 Fire fighting

3.1.8.1 Ensures that adequate and properly tested fire extinguishing equipment and facilities are available on board in accordance with the requirements of the Administration in areas where dangerous goods are transported or loaded.

3.1.8.2 Provides training for the personnel involved in the transportation or loading of dangerous goods on the use of fire extinguishing equipment in accordance with the requirements of the Administration and makes fire drills.

3.1.9 Environmental precautions

3.1.9.1.1 It ensures that dangerous liquid cargoes are handled only in areas that comply with the requirements of the Administration.

3.1.9.1.2 Dangerous goods spilled on the quay/pier shall not be thrown into the sea by sweeping or washing. The piers are surrounded by borders in a way to prevent the said loads from going to the sea with the rain water, and the rain water and possible spillage liquids that accumulate in the area surrounded by the border are collected in the collection pit by means of the collection pipe.

3.1.9.1.3 Takes necessary precautions to prevent spillage of cargo from the ship or from the pier to the sea during the loading and unloading of liquid bulk cargoes from the ship.


3.1.9.1.4 Necessary measures are taken to prevent the dangerous liquid substances handled at the coastal facility from contaminating the soil, water or areas where water is discharged.

3.1.9.1.5 The possibility of receiving from the ship is provided for contaminated bilge water, polluted ballast, sludge, slop and cargo waste. It is possible to receive the product tank pre-wash waste water of the products within the scope of Marpol 73/78 Annex-II.

3.1.10 Fighting pollution

3.1.10.1 Adequate equipment is provided to minimize the damage that may occur in case of spillage of dangerous goods.

3.1.10.2 Basaran Ship Repair Eng.Ltd.Sti.A contract has been signed with the company with the title of No. 5312 on Emergency Response Training and Practice within the scope of the Law and Implementation Legislation on Emergency Response in the Pollution of the Marine Environment with Petroleum and Other Harmful Substances and the Regulation of Damages.

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3.1.10.3 Equipment includes oil spill fences, condensate caps, absorbent and neutralizing agents, as well as cleaning supplies and portable catchments.

3.1.10.4 Ensures that the personnel involved in the transportation and handling of dangerous goods are trained and experienced in the use of pollution fighting equipment and facilities according to the Administration's requirements.

3.1.11 Reporting of Incidents

3.1.11.1 In case of an accident that may endanger the safety and security of the port, the ships in the port, other property, the environment or the persons responsible for the transport duty during the transport of dangerous goods within its area of responsibility, the operation is immediately stopped and the operation is not restarted until appropriate safety measures are taken. In case of an accident during the handling of dangerous liquid cargoes by all personnel, this is reported to the person responsible for the operation.

3.1.11.2 If an accident occurs during the transportation of dangerous goods that may endanger the safety and security of the port, the ships in the port, other property, the environment or the persons responsible for transportation, the situation shall be reported to the port administration immediately.


3.1.12 Inspections

3.1.12.1 The Port Officer, where appropriate:

3.1.12.1.1 Controls the documents and certificates related to the safe transportation, handling, packaging and stacking of dangerous goods upon arrival at the port

3.1.12.1.2 that they are marked, labeled or placarded in accordance with the provisions of the IMDG Code and the national and international legal requirements applicable to the mode of transport, and that unnecessary labels, banners and signs are removed, and that the cargo transport units are packaged in accordance with the IMO/ Inspects packages, unit loads and cargo transport units containing dangerous goods to verify that they are loaded, packed and secured in accordance with the ILO/UN Guidelines;

3.1.12.1.3 Dangerous goods, in order to ensure that they have a current safety approval certificate in accordance with the International Safe Container Convention (CSC) 1972 as amended, or approved according to the relevant provisions of the IMDG Code or with a certification or approval system of an appropriate authority. controls cargo containers, liquid containers, portable tanks and vehicles containing and

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3.1.12.1.4 Inspects every cargo container, liquid container, portable tank or vehicle containing dangerous cargoes by external inspection for any visible damage affecting its physical condition, strength or package integrity and whether there is any indication of leakage of its contents.

3.1.12.2 Makes sure that the relevant security measures are taken in the port area and checks this process regularly for a safe transport operation.

3.1.12.3 If the above-mentioned controls reveal that there are deficiencies that may affect the safe transportation or transportation of dangerous goods, the Port Operator immediately informs all relevant parties and requests that the deficiencies are corrected before the transportation or transportation of dangerous goods.

3.1.12.4 Provides all necessary support to the port administration or other persons or institutions authorized to inspect dangerous cargoes.

3.1.13 Hot work and other repair or maintenance work

3.1.13.1 Hot work is not allowed on the piers during ship unloading/loading. The ship has to keep the main engine and auxiliary navigation devices ready at any time.

3.1.14 Alcohol and drug use

3.1.14.1 Controls the non-participation of a person under the influence of alcohol or drugs in an operation involving the handling of dangerous goods within its area of responsibility.


3.1.14.2 These persons are always kept away from the areas where dangerous goods are handled.

3.1.15 Weather conditions

The ship with an ETA of 3.1.15.1 is contacted and the weather conditions that ship operations will be carried out are indicated.

3.1.16 Protective equipment

3.1.16.1 All personnel involved in the handling of dangerous goods within their area of responsibility are provided with adequate protective equipment when necessary.

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4. CLASSES OF DANGEROUS CARGOES, TRANSPORTATION, LOADING/UNLOADING, HANDLING, SEPARATION, STACKING AND STORAGE

4.1 Classes of dangerous goods:

Substances (including mixtures and solutions) and articles subject to the provisions of the IMDG CODE fall into one of the classes 1 to 9 according to the danger they present or the most predominant danger. Some of these classes are subdivided. These classes or divisions are as listed below



IMDG Code	Danger	Name of The Class
2.0		General
2.1	Class 1	Explosives
2.2	Class 2	Gases
2.3	Class 3	Flammable Liquids
2.4	Class 4.1	Flammable solids, self-reactive substances, polymerizing agents and solid desensitized explosives
	Class 4.2	Substances liable to spontaneous combustion
	Class 4.3	Substances which, in contact with water, emit flammable gases
2.5	Class 5.1	Oxidizing substances
	Class 5.2	Organic Peroxides
2.6	Class 6.1	Toxic substances
	Class 6.2	Infectious substances
2.7	Class 7	Radioactive materials
2.8	Class 8	Corrosive Substances
2.9	Class 9	Miscellaneous dangerous cargoes and objects

Dangerous Goods Classification Table

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4.2 Classes of dangerous goods handled in our coastal facility:

Solid and liquid dangerous goods classes UN 1386 Pulp and Coal (B and A) are handled. Dangerous goods handled at the facility are listed below.


NO	Trade Name	Proper shippingname	UN Number	Classes	PG	Placards	Placards
1	Küspe	Tohum Küspesi	1386	4.2	III	4.2	
2		Kömür		4.2			

4.3 Placards, plates, brands and labels for dangerous goods:

The IMDG Code proposes a system based on labels and plaques designed in such a way that anyone working in close proximity to such a cargo will be able to recognize, preferably at first glance, the nature of the risks posed by these substances, regardless of their packaging.

4.4.1 Labels

The IMDG Code states that all packages, packages, barrels and drums carrying dangerous goods must be labeled. The labels are in the shape of a rhombus in either of these colors white, orange, blue, green or red, or a combination of these colors. Symbols indicating the Hazard Class are also required. Generally, each label is divided into two parts, a lower half and an upper half. The upper half is the symbol of the class of the commodity(s) and the lower half is the area with the text, class or division number. The minimum dimensions of the labels are 10 cm x 10 cm. Labels should be firmly affixed to the package and placed in such a way that they can be easily seen. The quality of the labels must be such that they do not deteriorate outside and remain unchanged during the entire transport and at least three months at sea. It is also necessary to use "secondary risk labels" because dangerous goods may pose more than one risk. These labels are the

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same as those with primary risk in terms of colour, shape and symbols. The IMDG Code also indicates the secondary risk label of the dangerous substance, if any.

4.3.1 Placards

The IMDG Code states that all cargo transport units (CTUs) containing dangerous goods must be placarded. In this context, cargo transport units are containers, containers for liquids, tank vehicles, land vehicles carrying cargo, railway wagons with water tanks, tanks for goods shipped for intermodal transportation. The banners have the same shape, color and symbols as labels, but their dimensions are 25 x 25 cm. Containers carrying more than 4000 kg dangerous goods, all liquid and gas tanks and containers carrying bulk cargo must have a United Nations number (UN). The UN number is a four-digit number assigned by the United Nations for all goods identified and classified as dangerous.

Containers carrying dangerous goods must have at least one plaque on each side and one at each end of the unit (that is, on all four sides).

Rail cars must be plated on at least both sides.

4.4 Packages and packages of dangerous goods:


There are Packing (Packaging) Groups (PG) specified in IMDG CODE Section 3.2 for dangerous goods. These groups and their meanings are given below.:

P.G.	DANGER LEVEL
I	Highly Danger
II	Mid level Danger
III	Low Danger

However, there is no packing group for self-reactive substances in Classes 1, 2, 5.2, 6.2, 7 and 4.1, and there is no PG I for Class 9.

4.5 Separation tables on the ship and in the port according to the classes of dangerous cargoes

Decomposition

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Segregation is the process of separating two or more items or items that are deemed to be mutually incompatible, whose packing or stacking may cause unnecessary hazards in the event of leakage, spillage or any other accident.

However, as the extent of hazards created may vary, the segregation arrangements required may likewise vary. Segregation is achieved by maintaining certain distances between incompatible dangerous goods or by requiring one or more steel bulkheads or decks to be placed between them, or a combination of these. The distance left between such dangerous goods can be filled with other loads compatible with the dangerous goods or objects in question.

Parsing terms

The following segregation expressions are described elsewhere in this section as they also apply to packaging of cargo transport units and segregation on different types of ships:


- “Should be kept away”;
- “must leave”;
- “It should be kept separate by means of an entire compartment or partition”;
- “The whole passing must be separated longitudinally by a compartment or partition”

Parse table

The general separation provisions between various dangerous goods classes are shown in the "separation table" given below.

Since the properties of substances, materials or objects in each class may be quite different; For certain provisions on segregation, if there are conflicting provisions, since these provisions will take precedence over general provisions, the list of dangerous substances will always be consulted.

CLASS	1.1 1.2 1.5	1.3 1.6	1.4	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	6.2	7	8	9
Explosives 1.1, 1.2, 1.5	*	*	*	4	2	2	4	4	4	4	4	4	2	4	2	4	x
Explosives 1.3, 1.6	*	*	*	4	2	2	4	3	3	4	4	4	2	4	2	2	x
Explosives 1.4	*	*	*	2	1	1	2	2	2	2	2	2	x	4	2	2	x
Combustible gases 2.1	4	4	2	x	x	x	2	1	2	x	2	2	x	4	2	1	x
Toxic and non-flammable gases	2	2	1	x	x	x	1	x	1	x	x	1	x	2	1	x	x
Toxic gases 2.3	2	2	1	x	x	x	2	x	2	x	x	2	x	2	1	x	x
flammable liquids 3	4	4	2	2	1	2	x	x	2	1	2	2	x	3	2	x	x

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Flammable solids (including 4.1 self-reactive substances and solid desensitized explosives)	4	3	2	1	x	x	x	x	1	x	1	2	x	3	2	1	x
Substances prone to sudden explosion 4.2	4	3	2	2	1	2	2	1	x	1	2	2	1	3	2	1	x
Substances which, in contact with water, emit flammable gases	4	4	2	x	x	x	1	x	1	x	2	2	x	2	2	1	x
Oxidizing substances (active substances) 5.1	4	4	2	2	x	x	2	1	2	2	x	2	1	3	1	2	x
Organic peroxides 5.2	4	4	2	2	1	2	2	2	2	2	2	x	1	3	2	2	x
Toxic substances 6.1	2	2	x	x	x	x	x	x	1	x	1	1	x	1	x	x	x
Infectious substances 6.2	4	4	4	4	2	2	3	3	3	2	3	3	1	x	3	3	x
radioactive material 7	2	2	2	2	1	1	2	2	2	2	1	2	x	3	x	2	x
Corrosive substances 8	4	2	2	1	x	x	x	1	1	1	2	2	x	3	2	x	x
Various dangerous goods 9 and pens	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x

The numbers and symbols in the table have the following meanings:

- 1 – “Keep away”;
- 2 – “Must leave”;
- 3 – “Separated by an entire compartment or partition”;
- 4 – “The whole passing through must be separated longitudinally by a compartment or partition”
- X – The Dangerous Goods List should be consulted to verify whether there are special segregation provisions.


The classification of dangerous goods according to their classes is made on the ship and at the port within the scope of the IMDG Code. In the classification, the Chemical Substance Purchase, Use, Storage and Safety Information instruction is used.

4.6 Separation distances and separation terms of dangerous cargoes in warehouse storage

Chemical Substance Purchase, Use, Storage and Safety Information instruction is used in storage.

5. HANDBOOK ON DANGEROUS LOADS HANDLED ON THE COASTAL FACILITY

The port facility, which carries out dangerous cargo handling activities, in order to contribute to the safe execution of the said activities;

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- Hazardous substance classes,
- packages of dangerous goods,
- packaging,
- tags,
- marks and packing groups,
- Separation tables on the ship and in the port according to the classes of dangerous goods,
 - Separation distances of dangerous goods in warehouse storage,
 - parsing terms,
 - Dangerous cargo documents,
 - Dangerous loads emergency response action flow chart
 - Emergency contact information
 - • There is a Hazardous Materials Handbook, which includes the locations of emergency equipment, operating instructions and shore facility rules.

6. OPERATIONAL MATTERS


6.1 Procedures For Safe Berthing, Mooring, Loading/Discharging, Sheltering Or Anchoring Of Ships Carrying Dangerous Cargoes Day And Night

Giresunport.Mertcan Denizcilik Liman Hizmetleri İç ve Dış Ticaret Ltd. Şti. in ship docking operations.Sti.The ships are allowed to berth after the permission of the Port Authority, the permission of the Coastal Health Inspection Central Doctor, the compliance of the Sea Port Branch Office, the Passport and Port Operations Authority, and the control procedures of the Customs Directorate.

Ships are berthed with the permission of the Port Authority and the approval of the Customs Directorate.

Ship requirements in operations such as safe berthing, connecting, loading and unloading of ships are specified in the ship compliance system procedure and Giresunport.Compliance is checked by


Ship requirements in operations such as safely berthing, connecting, loading and unloading are carried out by taking into account ISGOTT.

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6.2 Procedures Regarding Additional Measures Required to be Taken According to Seasonal Conditions for the Unloading and Discharge of Dangerous Goods:

- No explosive or flammable liquid cargoes should be loaded without an open cover, which will react dangerously neither in stormy weather nor in contact with water, while it is raining.
- Dangerous solid bulk cargoes that can turn into flammable or toxic vapors or cause simultaneous explosion in contact with water should be kept as dry as possible. Such loads should only be transported under dry weather conditions.
- Due to the nature of explosives; Transporting dangerous goods in electrically charged adverse weather conditions requires great care, especially in rainy weather conditions.
- Seasonal In extremely hot weather, it should be taken into account that dangerous cargo loading/unloading operations are preferred in the morning or evening hours instead of noon.
- In case of severe storm warnings, port foremen, technicians and ships are informed.
- According to the severity of the storm to come, it is ensured that the ship machinery is always ready for action in the fastest way.
- In heavy rainy weather, filling / discharging activities are suspended, taking into account personnel safety.
- Loading and discharging operations are suspended in case of storms, sudden strong winds and lightning strikes.
- In case of snow and icing, port machinery and transfer vehicles are not allowed to operate until the slippery environment is eliminated. When the environment is safe, the vehicles operate at the safest speed.
- In case the ship under operation leaves the buoy for compelling reasons before the operation is completed, both the Port Authority and the Customs Directorate are informed.
- The relevant procedures are specified in the ship/shore safety checklist.



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6.3 Procedures for Keeping Combustible, Flammable and Explosive Loads Away from Spark-Creating/May Create Operations and Not Operating Vehicles, Equipment or Tools that Create/Create Sparks in Dangerous Goods Handling, Stacking and Storage Areas:

Heat treatment is not allowed on the ships berthed at the pier and during the discharge/loading of these ships.

Before performing a hot work at our facility, the responsible company officer who will perform the hot work shall have a written authorization issued by the port administration to perform this hot work. Such authorization will include details of the hot workplace as well as the safety measures to be followed.

In addition to the security measures required to be taken by the port administration, additional security measures required by the ship and/or interface will be taken, together with the ship and/or interface responsible(s) responsible for the hot work, before starting the hot work.

These additional security measures will include:

Frequency of inspection and re-inspection of local areas and adjacent areas, including testing by approved testing organizations to ensure that areas will remain free and free of flammable and/or explosive atmospheres and that there is no oxygen deficiency;


Removal of dangerous cargoes and other combustible materials from work areas and adjacent areas. Substances to be removed from the said areas; including lime, sludge, sediment and other potentially flammable materials.

Combustible building materials (eg; beams, wooden partitions, floors, doors, wall and ceiling coverings) against accidental ignition.

In order to prevent the spread of flames, sparks and hot particles from work areas to adjacent or other areas; sealing and sealing open pipes, pipe passages, valves, joints, cavities and open parts.

A copy of the hot work authorization and safety precautions will be posted at the entrance to each work area, as well as in the area adjacent to the work area. Authorization and security measures to be taken will be posted in a place where all employees who will take part in the hot work can see it, and this will be clearly understood by the employees.



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When performing hot work,

Measures will be taken to ensure that conditions have not changed; and

At least one suitable fire extinguisher or other suitable fire extinguishing equipment shall be available for immediate use in the hot workplace.

Upon completion of this work during hot work and for a sufficient period of time after completion, effective fire control shall be carried out in the hot work area as well as in adjacent areas where a hazard from heat transfer may occur.

For additional more detailed information and procedures regarding hot works and processes, the document "International Safety Guidelines for Oil Tankers and Terminals (ISGOTT)" shall be consulted. Permission will be granted for the works to be carried out on the facility and dock in accordance with ISGOTT and the Work Permit Procedure.

7. DOCUMENTATION, CONTROL AND REGISTRATION


7.1 Procedures regarding the supply and control of all mandatory documents, information, and control of dangerous cargoes by the relevant persons

SDS related to dangerous goods is taken and recorded. The documents are checked by the authorities and revised when there is a change related to the relevant process. Relevant documents are kept together with the ship file.

7.2 Procedures for Keeping Up-to-Date List of All Dangerous Goods in the Coastal Facility Site and Other Related Information Regularly and Completely:

The records of dangerous goods handled at our port will be kept by the Operations department, including the following information.

- UN Number,
- PSN name, (Proper Post Name)
- Class, (with sub-hazards)
- Packing Group (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9)
- Whether it is a Marine Pollutant,
- Buyer,
- Sender,
- Container / Packaging , number,
- seal number,
- Additional Information (Ignition degree, viscosity, etc.)

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- Where it is stored in the Port Area
- Length of stay in port

This information is kept in a computer environment or in a file order so that only authorized personnel can access it and is displayed when requested.

7.3 Procedures for Controlling Dangerous Goods Arriving at the Facility Properly Identified, Using Correct Shipping Names of Dangerous Goods, Certified, Packed / Packed, Labeled and Declared, Loaded and Transported Safely to Approved and Legal Package, Container or Cargo Transport Unit and Reporting the Control Results:

At the terminal, the dangerous goods, which constitute our main field of activity, are registered manually. Vehicle and packaging controls are carried out with control forms created by TMGD specifically for the loads handled at the facility.

7.4 Procedures for obtaining and maintaining a safety data sheet (SDS)

It is obligatory to have a Dangerous Goods Safety Data Sheet (SDS) containing the following information together with the dangerous goods to be transported by road, railway, airway and seaway.

- UN Number,
- PSN name (Proper Shipping Name,) (Required for sea freight)
- Class, (with sub-hazards)
- Packing Group (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9)
- Whether it is a Marine Pollutant,
- Tunnel Restriction Code (Required for road transport.)


Relevant forms are stored in digital or physical media for one year.

7.5 Procedures for keeping records and statistics of dangerous cargoes

By the port of Giresunport, the systematic records of dangerous products arriving at the port are recorded on the operating system used. Reports and statistical data can be obtained from the system as computer data at any time.

7.6 Information on the Quality Management System

As Giresun Port, all our activities carried out in line with our continuous improvement goals are carried out in an integrated manner with management systems. Our company

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has ISO 9001, ISO 14001, ISO 45001 management systems documents obtained from the relevant authorized certification bodies. The documents mentioned in this guide are numbered and recorded and made available to the relevant persons within the company. Within the scope of these documents, we are subject to internal and external audits at least once a year, and our activities are carried out to continuously increase our stakeholder satisfaction and the importance we attach to human and environmental health.

8. EMERGENCIES, EMERGENCY PREPAREDNESS AND RESPONSE

8.1 Intervention Procedures for Dangerous Cargoes and Dangerous Situations Mixed with Dangerous Cargoes that Create/Can Create Risk to Life, Property and/or Environment:

“As stated in the Emergency Plan, interventions are made as follows.

- It covers the work of emergency health services and emergency teams to quickly identify the emergency and emerging needs, to establish multi-directional communication, to quickly transport sufficient number of correct equipment and trained staff to the scene.
- Relevant plans and instructions are renewed and revised to cover changes and events that may occur over time. Renewals also reflect emerging legal changes.
- Emergency instructions; It is distributed as a controlled copy to the employees who cannot be reached electronically by the relevant department manager/responsible.
- By the business; Considering the occurrence, region and time of the emergency, the appropriate instruction in the relevant documents section of this procedure is implemented.
- After the emergency is taken under control, all details are recorded in the forms in the plan/instructions specified in the relevant documents section.
- In order to prevent diseases and injuries that may occur as a result of emergency events, the work accident investigation and notification form is filled and the preventive measures specified in the form are taken.
- It is carried out according to the communication and Communication Instruction to be made with the 3rd parties during the Emergency.
- In order to prevent diseases and injuries that may occur as a result of emergency events, the work accident investigation and notification form is filled and the preventive measures specified in the form are taken.
- After the emergency, if there is a need for revision in existing methods, the existing instructions are revised.
- Corrective and Preventive Action is initiated after the emergency.

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- Activities related to the measures to be taken are included in the Occupational Safety and Environment program.
- Every emergency situation is taken as an agenda item in the Management Review Meeting.

If a fire occurs as a result of emergency situations, the following ways are intervened according to the "Fire Fighting Instruction" and the "Fire Fighting Instruction".


- Personnel who see the fire should not only report the fire to the door security by phone, but should also use the fire extinguishers around them without risking themselves and should never wait for the fire department for the first response.
- There are enough fire extinguishers, hose trolleys, foam units, sprinkler facilities and monitors in the enterprises.
- A firefighting team list is created. Their duties are written next to their names in the list. An extinguishing team is made in front of the personnel working in the works that require organization at the last moment using the hose team, foam cannon. Others' direct duties are written. Like a fire water pump attendant.
- It is ensured that the personnel use all firefighting equipment. If there is no personnel in the fire fighting team, the trained personnel can back up the personnel who were not in the operation at the time of the fire.
- The personnel shift list is created taking into account the firefighting team list. It is ensured that personnel who have received first aid training are included in the shift list.
- Preventing a fire is the most important duty and responsibility of all terminal personnel.

8.2 Information on the Opportunity, Capability and Capacity of the Coastal Facility to Respond to Emergency Situations:

The possibility of responding to emergencies that may be encountered during 24 hours is limited by the technical possibilities and manpower of the facility. In natural disasters or in emergencies where the facilities of the facility may be insufficient, public or other private sector facilities are utilized. The facilities to be used in case of fire are as in the emergency plan, and the equipment to be used in case of spillage is as in Annex-14.

There is an automation security system in the terminal for stopping the operations in case of an emergency.

All in-plant transfer operations stop when emergency buttons are pressed. Thanks to the detectors in the terminal a possible dangerous situation is detected in advance

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and a chance for intervention is created.

There is two emergency container in the terminal and there are professional firefighter clothes, aluminized fire suit and fire equipment. The terminal has enough absorbent pads against fuel spills, barriers for spills at sea, skimmers, and other spill response equipment.

8.3 Regulations regarding the first response to the accidents involving dangerous goods (first aid procedures, first aid possibilities and capabilities, etc.)

Emergency response team lists and what to do in case of emergency are listed in the "Emergency Plan". In order for the teams to be constantly ready for emergencies, ISPS Code exercises are held periodically, a spill exercise at sea, a land spill exercise periodically, an earthquake drill periodically, and a fire drill periodically. In addition, all trainings required for the teams to gain skills such as "emergency response level 1 and 2, emergency equipment usage training (Draeger pas colt respiratory mask usage training, etc.), fire safety training, first aid training, ISPS code drills" are given by authorized institutions. and certifications are kept up to date.

8.4 Notifications to be made inside and outside the facility in case of emergency


In case of emergency, action is taken in accordance with the Emergency Procedure, Emergency Plan and Fire Fighting Instruction. Notifications and communication are provided according to the Communication Instruction.

8.5 Accident reporting procedures

In case of any work accident or near miss, an evaluation report is created by the OHS unit and corrective actions are evaluated.

8.6 Coordination, support and cooperation method with official authorities

In any emergency, the response is carried out in coordination with the official authorities. In case of a fire, the local fire department is informed and asked to support the response. In emergencies arising from sabotage and terrorist activities, coordination with local security units is ensured. In cases such as natural disasters, the fire department is contacted if necessary, and coordination with AFAD is provided if necessary. In case of spillage at sea, coordination is ensured by contacting the Main Search and Rescue Coordination Center. In case of work accidents, notifications are made to the Ministry of Labor and Social Security.

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8.7 Emergency evacuation plan for the removal of ships and vessels from the shore facility in case of emergency.

It is done as mentioned in the emergency plan.

8.8 Procedures for the handling and disposal of damaged dangerous cargoes and waste contaminated by dangerous cargoes

Hazardous wastes are stored at the facility in line with the Waste Management Regulation and delivered to companies licensed by the Ministry of Environment and Urbanization and are disposed of.

In order to prevent pollution caused by accidental spills and similar events, an action is planned to restore the crime scene immediately, depending on the type of waste, from the moment the burden of the incident is found. Waste Manager is responsible for the planning and monitoring of the action.


Necessary measures are taken to minimize the formation of hazardous waste. Within the scope of these measures, employees are made aware of waste generation and what to do in an emergency. In case of emergencies such as possible leakage and spillage, methods such as having an absorbent material are applied.

8.9 Emergency drills and their records

Our drills are held at the times specified in the Training Plan. The records of the exercises are kept with the Training Participation Form and evaluated with the Exercise Report.

Annual Exercise Plan				
Sequence No.	Planned Exercise	PIECE	Education time	Participants
1	Man Rescue from Confined Space	1	30 minutes	emergency personnel
2	Black Spill Drill	1	30 minutes	emergency personnel
3	Sea Spill Drill	1	2 hours	Emergency personnel – Marine pollution response team
4	ISPS Drill / Penetration Drill	1	30 minutes	Related personnel
5	Fire drill	1	2 hours	All staff

8.10 Information on fire protection systems

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The equipment list is kept up to date with the Fire Fighting System Materials List and its maintenance is done according to the Fire Fighting Equipment Maintenance Instructions.

8.11 Procedures for the approval, inspection, testing, maintenance and availability of fire protection systems

Our terminal has a fire department report approved by the fire department. Fire drills are held periodically every year. Fire systems are kept ready at all times in the terminal. Periodic controls of the equipment are carried out regularly and recorded.

8.12 Precautions to be taken in cases where fire protection systems do not work

Fire protection equipment is critical equipment in the terminal. First of all, if such equipment is out of order for some reason, necessary action is taken. Within the scope of the Process Safety Procedure, critical equipment deactivation forms are used and this form is shared with the relevant people. In the daily shift reports, it is stated that such equipment is disabled and how precautions are taken, and it is ensured that the entire facility is aware of the situation. If the equipment to be deactivated is very critical and there is a dangerous situation that may be encountered in the operational process, the operations can be stopped, if necessary, by obtaining the approval of the Terminal Operations Department.


If an equipment change is made, it is submitted to the approval mechanism of the relevant authorities. If accepted, that change will be made.

If an equipment change is made, the Change Management Procedure is applied and submitted to the approval mechanism of the relevant authorities. If accepted, that change will be made.

9. OCCUPATIONAL HEALTH AND SAFETY


9.1 Occupational Health and Safety Measures

Occupational health and safety issues are given priority in the terminal. All kinds of work carried out in the terminal area are evaluated and carried out within the scope


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of risk assessments, work safety analyzes and work permit procedures, provided that certain procedures and instructions are followed. Before the work, all personnel who will work in the relevant work are given training on safety precautions and orientation is made on what to do in case of an emergency. It is obligatory to use personal protective equipment in the terminal area and in all work areas related to the terminal.


- To provide and maintain reliable and non-hazardous workplace, equipment and working methods,
- To provide and maintain safe entry and exit to workplaces,
- To provide the necessary supervision and control to ensure that the workers are protected against the risks of accidents and injuries arising from their work or the execution of the work,
- To provide workers with all kinds of personal protective equipment and protective clothing and all kinds of life-saving devices that are reasonably needed, since protection against the risks of accident and injury cannot be provided in any other way;
- To provide and maintain appropriate and adequate first aid and rescue facilities,
- Developing and establishing appropriate procedures to deal with any emergencies that may arise;
- Prevention and protection from fire and explosion,
- Safe entry and exit to ships, holds, piers, equipment and lifting devices, transport of workers,
- Opening and closing of hatch covers, protection of hatches, working in warehouses,
- Construction, maintenance and use of lifting and other loading and unloading devices,
- Construction, maintenance and use of scaffolds,
- Use of ship's equipment (rigging) and cores,
- Testing, inspection and documentation of loose equipment, including lifting devices, chains and ropes, and the plow and other lifting equipment on the load itself,
- Passages will be left for entry and exit wide enough to allow safe use of vehicles and loading and unloading devices.
- Where necessary and possible, separate passages will be left for the entrances and exits of pedestrians, these will be of sufficient width and, as far as possible, they will be kept separate from the passages used by vehicles.
- of the workers; Protection of themselves or others; It requires them not to misuse the security equipment and devices provided for their employees or to interfere with their operation unnecessarily, to take care of their own safety or the safety of others who may be affected by their acts and omissions at work, to take corrective measures in order to take corrective measures, and any situation that they believe is dangerous and that they cannot fix. Measures shall be taken to promptly notify their superiors.

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- Every place where port works are seen and their entrances and exits will be illuminated appropriately and adequately.
- Lifting devices shall be appropriately and visibly marked and adequately illuminated, if necessary, if obstacles that are likely to endanger the movement of vehicles and persons cannot be removed for practical reasons.
- All surfaces used for vehicle traffic or for the accumulation of goods or materials will be suitable for the purpose and these conditions will be duly maintained.
- If the goods and materials are stacked and stacked and transferred again from these stacks and stacks, the work in question will be carried out in a reliable and orderly manner, taking into account the characteristics of the goods and materials and their packaging characteristics.
- Passages will be left for entry and exit wide enough to allow safe use of vehicles and loading and unloading devices.
- Where necessary and possible, separate passages will be left for the entrances and exits of pedestrians, these will be of sufficient width and, as far as possible, they will be kept separate from the passages used by vehicles.
- Appropriate and sufficient facilities will be provided for fire extinguishing in the places where port works are carried out and will be made available for use.
- Dangerous parts of machinery shall be effectively contained unless they are in a safe condition or structure, such as when they are operatively enclosed. In the event of an emergency, effective measures shall be taken to immediately cut off the power operating any machinery.
- In cases where it is necessary to carry out any repair, maintenance or cleaning work on the machines that would endanger anyone, the machine shall be stopped before the start of the work and ensure that the machines are not restarted until the repair and maintenance work is completed, provided that a responsible person is able to operate the machine for a test or an adjustment that is not possible while the machine is stopped. Adequate measures will be taken.
- Only authorized persons shall be permitted to remove the enclosure, render inoperative or remove a safety device for the purpose of cleaning, adjusting or repairing it when necessary for the work being performed.
- If any enclosure is removed, adequate precautions shall be taken and replaced as soon as possible.
- If any safety equipment is removed or rendered inoperable, it shall be replaced or rendered operational as soon as possible, and until this is done, measures shall be taken to ensure that the relevant equipment cannot be used or operated accidentally.
- All electrical equipment and installations shall be constructed, installed, operated and maintained in a way that prevents danger and shall comply with the standards accepted by the competent authority.
- When a ship is loaded or unloaded berthed or berthed to a pier or another ship, a properly installed and anchored entry-exit facility shall be provided and available for use at all times.

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- Where it is necessary to transport workers by sea to and from the ship or elsewhere, adequate measures shall be taken to ensure the safe embarkation, transport and disembarkation of workers; The conditions under which the boats used must comply with this purpose will be determined.
- Where workers have to be transported to or from a workplace by road, means of transport provided by the employer will be safe.
- Entry to the hold or cargo deck of the ship shall be by a fixed ladder or, when this is not possible, by means of suitable dimensions, durable and suitable construction, fixed ladder-stepped post or carved step, by other means accepted by the competent authority.
- In or on the decks on which workers are working, any gaps where workers and vehicles may fall shall be adequately guarded.
- The hatches that are not equipped with a barrier of sufficient height and strength will be closed and guarded when not in use, except for short interruptions to work, and a responsible person will be charged with ensuring that these precautions are met.
- The entire lifting device, every part of the loose equipment, and the lifting device constituting an integral part of the load, or the sling, well designed and constructed for the purpose in which it is used, well repaired and maintained of sufficient strength, shall be properly installed, safely and properly used, and in particular It will not be loaded beyond its safe working capacity, unless it is used for testing under the supervision of a competent person.
- All lifting devices and every part of loose equipment shall be tested by a competent person in accordance with national legislation before first use and after any part which is likely to affect its safety has been substantially modified or repaired.
- Lifting devices forming part of the ship's equipment shall be retested at least once every five years.
- Lifting devices installed on shore will be tried again at times to be determined by the competent authority.
- Upon completion of any testing of the lifting device and loose piece of equipment in accordance with this clause, the device or equipment shall be fully inspected and documented by the person performing the testing.
- Each lifting device (except for the ship's overhead crane) having only one safe load limit shall be clearly stamped on each piece of free equipment, and if this is not practicable, it shall be marked by other means.
- Every lifting device with variable safe load rates (except the ship's vertical crane) shall be equipped with suitable means by which the device operator can determine the device's safe load limit in each mode of use.
- All kinds of dangerous goods; will be packed, marked, loaded and unloaded, stacked and stacked in accordance with the requirements of the international rules regarding the loading and unloading of dangerous goods at ports, which are applied to the transport of dangerous goods by sea.

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- Dangerous materials; shall not be loaded or unloaded unless it is packed, marked and labeled in accordance with the international rules for the carriage of such goods.
- If the containers and containers of dangerous goods are broken or damaged in a dangerous way, port works other than those necessary to eliminate the danger in the said area will be stopped, and the workers will be sent to a safe place until the danger is eliminated.
- Adequate precautions shall be taken to prevent workers from being exposed to toxic or harmful substances and agents or being in oxygen-free or flammable spaces.
- of the workers; When they are required to enter closed spaces where toxic or harmful substances are expected or where oxygen deficiency is possible, adequate precautions will be taken to prevent accidents or to prevent the occurrence of a situation harmful to health.
- Necessary measures will be taken to protect workers from the harmful effects of excessive noise in the workplace.
- In the event that adequate protection against the risk of accident or health hazards cannot be provided by other means, the workers will be provided with the necessary personal protective equipment and clothing in reasonable proportions, and the workers will be obliged to use them while performing their jobs.
- Workers will be held responsible for maintaining and storing personal protective equipment and clothing.
- Personal protective equipment and clothing will be properly maintained by the employer.
- In the event of an accident, adequate facilities shall be made available, including trained personnel, for the rescue of endangered workers, the rendering of first aid and the transport of the injured, to the extent possible without increasing the hazard.
- No worker will be employed in port works who are not adequately trained or taught about the potential hazards associated with his work and the main precautions to be taken.
- A lifting device or handling device shall only be used by a person who is at least 18 years of age, of sufficient ability and skill, or undergoing training under proper supervision and supervision.
- No worker will be employed in port works who are not adequately trained or taught about the potential hazards associated with his work and the main precautions to be taken.
- A lifting device or handling device shall only be used by a person who is at least 18 years of age, of sufficient ability and skill, or undergoing training under proper supervision and supervision.
- Washing and cleaning facilities shall be provided at a reasonable distance from the working places in the ports, duly maintained, in sufficient quantity in accordance with the national legislation and practice.

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9.2 Information on Personal Protective Clothing and Procedures for Their Use

Personal protective equipment; all tools, tools, equipment and devices that protect the employee against one or more risks arising from the work carried out, affecting health and safety, worn, worn or held by the employee, designed for this purpose, in order to protect the person against one or more risks. A device, tool or material made up of a whole by the manufacturer, a detachable or non-separable protective device, tool or material used with equipment that is carried or worn without a protective purpose to perform a specific activity, for the comfortable and functional operation of personal protective equipment. means replaceable parts that are required and used only with such equipment.

- PPE should provide adequate protection against all risks encountered during its intended use.
- PPE designed and manufactured in such a way as to protect the user at the highest possible level during use in foreseeable conditions and in the intended direction, while carrying out hazardous work will be used.
- The most appropriate level of protection to consider during design is the point at which the effectiveness of PPE begins to decline when exposed to the risk from the use of PPE or during normal business conduct. PPE suitable for this design will be used.
- In the design of PPE, appropriate protection classifications will be taken into account where foreseeable conditions of use differ, such as different levels of the same risk factor can be distinguished.
- PPE that is designed and manufactured in such a way that it will not cause hazards and other disturbing factors that may arise from its structure during use in foreseeable conditions will be used.
- PPE material and parts, including substances resulting from deterioration, must not adversely affect the health and hygiene of the user.
- Any PPE element that comes into contact with or is likely to come into contact with the user when worn should not be hard enough to cause irritation or injury, and should not have sharp edges or protrusions.
- Restrictions caused by PPE on posture and movement of the body and loss of sensitivity in sensory organs should be minimized and PPE should not cause dangerous movements for the user or other persons.
- Considering the movements to be made during the work and the postures of the body, PPE will be used which are designed and produced to ensure that the user can easily stand in the right position and remain in place for the foreseen usage period. For this purpose, it should be ensured that PPE can be used most effectively with the help of adjustable and addable systems or by producing it in different body sizes, ensuring that it is suitable for the body structure of the user.

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- PPE, which is manufactured as light as possible, should be used so as not to reduce its durability and functionality.
- If the same manufacturer has introduced PPE models of different types and classes to ensure simultaneous protection of adjacent parts of the body against these risks when more than one risk is involved at the same time, they should be used in harmony with each other.

All PPE used in GiresunPort are kept and used in accordance with the provisions of the “PERSONAL PROTECTIVE EQUIPMENT REGULATION AND THE REGULATION ON THE USE OF PERSONAL PROTECTIVE EQUIPMENT IN WORKPLACES”. In addition, it is acted in accordance with the provisions of the regulation.

9.3 Closed Room Entry Permit Measures and Procedures

OHS-P03 'Safe working procedure in closed areas' prepared by OHS is applied at our facility during closed area entrances.

10. OTHER MATTERS

10.1 Validity of Dangerous Goods Conformity Certificate


Dangerous Goods Conformity Certificate is valid until 15.05.2023

10.2 Defined Duties for Dangerous Goods Safety Advisor

As stated in Article 2.6

10.3 Issues for those carrying dangerous goods that will arrive/leave the coastal facility by road

- Dangerous goods are transported on public roads in accordance with the provisions of ADR, in an economical, controlled, serial, safe manner, without harming human health and with the least negative impact on the environment.
- Parties involved in the transport of dangerous goods must take measures in accordance with the provisions of ADR, taking into account the nature and extent of the foreseeable risks, in order to prevent damage and injury and, if necessary, to minimize their effects.
- It is obligatory to use the labels, signs and orange plates defined in ADR in the transportation of dangerous goods.

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- Real and legal persons who will engage in transportation activities must have any of the K1, K2 authorization certificates according to the Road Transport Regulation.
- In accordance with the provisions of ADR, drivers who will transport dangerous goods on national and international roads must have a Dangerous Goods Transport Driver Training Certificate (SRC5) / ADR Driver Training Certificate.

Vehicles carrying dangerous goods must have the following documents:


- Transport document issued as specified in ADR Section 5.4.1,
- Dangerous Goods Transport Driver Training Certificate (SRC5) as specified in ADR Section 8.2.2.8,
- Picture identification document (ID card, driver's license or passport) for each personnel on duty in the vehicle,
- Written instruction issued by the carrier to the driver as specified in ADR Section 5.4.3.
- Multi-Mode Dangerous Goods Transport Form in ADR Section 5.4.5 for dangerous goods transported by more than one mode,
- Valid ADR certificate of conformity for vehicles,
- Dangerous Goods and Hazardous Waste Compulsory Liability Insurance policy for vehicles carrying dangerous goods.

10.4 Issues for those carrying dangerous cargoes that will arrive/leave the coastal facility by sea

- At least twenty-four hours before the ship and sea vehicle carrying dangerous goods enter the port administrative area; Ships and marine vessels with a cruise time of less than twenty-four hours until they enter the port area submit a notification document containing detailed information about their cargo to the port authority in writing, right after their departure from the coastal facility.
- Transportation should be done in a safe, secure and environmentally friendly manner, and all necessary precautions should be taken to prevent accidents and to minimize the damage when an accident occurs.
- Classification, identification, packaging, marking, labeling and plating of dangerous goods are provided in accordance with the legislation.
- It is ensured that dangerous goods are safely loaded, stacked, secured, transported and unloaded in approved and legal packaging, container and cargo transport unit.

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- All relevant personnel are trained on the risks of dangerous goods transported by sea, safety precautions, safe working, emergency measures, security and similar issues, and training records are kept.
- It is ensured that the necessary safety measures are taken for dangerous substances that do not comply with the rules, are unsafe or pose a risk to people or the environment.
- In the event of an emergency or accident, necessary information and support are provided to those concerned.
- Dangerous goods accidents occurring in the area of responsibility are reported to the administration.
- It ensures that the ship's equipment and devices are suitable for dangerous cargo transportation.
- It requests all mandatory documents, information and documents related to dangerous goods from the coastal facility and the cargo person, and ensures that they accompany the dangerous cargo.
- It ensures that the safety measures regarding loading, stacking, separation, handling, transportation and unloading of dangerous goods on the ship are fully implemented and maintained, and performs the necessary inspections and controls.
- It controls that the dangerous goods entering the ship are defined, classified, certified, packaged, marked, labeled, declared in accordance with the procedure, and that they are safely loaded and transported to the approved and legal packaging, container and cargo transport unit.
- It ensures that all ship personnel are informed and trained on the risks of transported, loaded and unloaded dangerous goods, safety precautions, safe working, emergency measures and similar issues.
- It ensures that people who are qualified and trained in the loading, transportation, unloading and handling of dangerous goods work in a way that takes occupational safety precautions.
- It cannot go out of the area allocated to it, cannot anchor, cannot approach the pier and pier without the permission of the port authority.
- It applies all rules and precautions during navigation, maneuvering, mooring, berthing and departures in order for the ship to carry the dangerous cargo safely.
- It provides safe entry and exit between the ship and the dock.
- Informs its personnel about the practices, safety procedures, emergency measures and response methods related to dangerous goods on board.
- It maintains the current lists of all dangerous goods on board and declares them to the relevant parties.


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- It takes the necessary safety measures for dangerous goods that do not comply with the rules, are unsafe, pose a risk to the ship, people or the environment, and notify the port authority.
- Notifies the port authority of the dangerous cargo accidents that occur on the ship.
- It provides the necessary support and cooperation in the controls made by the official authorities on the ship.

The relevant instructions and procedures are as follows;

- Marine Tanker Loading and Discharging Instructions
- Ship Compliance Instruction


10.5 Additional considerations to be added by the shore facility

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ATTACHMENTS


1. General site plan of the coastal facility



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2. General view photos of the coastal facility



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3. Emergency Contact Points and Contact Information

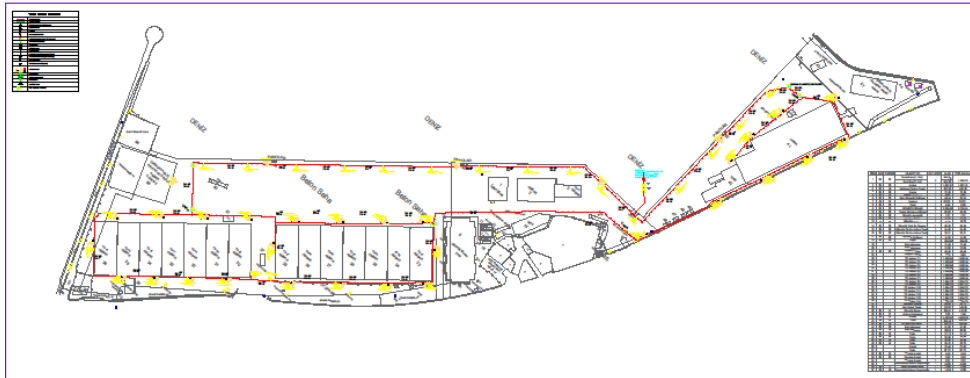
EMERGENCY CONTACT INFORMATION				
office	Telephone	office	Telephone	Fax
Environment, Urbanism and Climate Change Giresun Provincial Directorate	04542157545	Coast Guard Boat Command	-	-
Coast Guard	158			
customs Directorate	0454216 30 02			
Giresun Port Authority	04542161106	POLICE	155	
Governorship	04542820282	GENDARME	156	
		CUSTOMS HOUSING	136	
		FIRE DEPARTMENT	110	
	-	AMBULANCE	112	
Law Enforcement You Are Affiliated With:	Police District			
Ship Calis Channel (VHF):				
Security/Operations Radio Channel (UHF):	Single Channel Radio			
Law Enforcement Radio Channel:	forms			

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4. General Layout of Areas where Dangerous Goods are Handled




5. Fire Plan of Areas where Dangerous Goods are Handled



6. General Fire Plan of the Facility

It is as in the General Fire plan.

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7. Emergency Plan

Available

8. Emergency Assembly Places Plan


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9. Emergency Management Chart

Acil Müdahale Ekipman Listesi	Miktar (1. Seviye)
Engelleme Bariyeri	450 metre
Yağ Sıyırıcı ve Diğer Toplama Ekipmanları	2 set (15 m ³ /saat)
Yüzer Depolama Tankı	2 adet (50 m ³)
Petrolik Sorbent Ped	800 adet
Kimyasal Sorbent Ped	200 adet
Petrolik Sorbent Boom	200 metre
Palamar tip Tekne (Boy=6 m, En=3m)	1 adet
Can Yeleği	10 adet
Gaz Maskesi	10 adet
Tulum	10 adet
Tyvek Tulum	10 adet
Çizme	10 çift
Eldiven	10 adet
Baret	10 adet
Gözlük	10 adet
Yangın Kıyafeti	10 adet
Yağmurluk	10 adet
İlk Yardım Çantası	1 adet
Gaz Ölçüm Cihazı	1 adet
Isı Algılama	1 adet
Portatif Vakum Cihazı	1 adet
Portatif Jeneratör	2 adet
Mavi-Vac Vakum Cihazı	1 adet
Tonoz	10 set

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10. Hazardous Substances Handbook



Giresunport Tehlikeli Madde El Kitabı

SINIF	1	2	3	4	5	6	7	8	9
Patlayıcılar 1.1, 1.2, 1.5	*	*	*	*	*	*	*	*	*
Patlayıcılar 1.3, 1.6	*	*	*	*	*	*	*	*	*
Patlayıcılar 1.4	*	*	*	*	*	*	*	*	*
Yanıcı gazlar 2.1	4	4	2	X	X	X	2	1	X
Zehirli ve yanıcı olmayan gazlar 2.2	2	2	1	X	X	X	1	X	X
Zehirli gazlar 2.3	2	2	1	X	X	X	2	X	X
Yanıcı sıvılar 3	4	4	2	1	2	X	X	2	1
Yanıcı katılar (kendinden tepkimeli maddeler ve duyarısızlaştırılmıy katı patlayıcılar dahil)	4	3	2	1	X	X	X	1	X
Aniden patlamaya eğilimli maddeler	4	3	2	1	2	2	1	2	1
Sıvıla temas ettiğinde yanıcı 4.3 gazlar çıkartan maddeler	4	4	2	X	X	X	1	X	2
Oksitlenmeye neden olan maddeler (etkin maddeler) 5.1	4	4	2	2	X	X	2	2	X
Organik peroksitler 5.2	4	4	2	1	2	2	2	2	X
Zehirli maddeler 6.1	2	2	X	X	X	X	1	X	1
Bulaşıcı maddeler 6.2	4	4	4	2	3	3	3	2	3
Radioaktif materyal 7	2	2	2	1	1	2	2	2	1
Aşındırıcı maddeler 8	4	2	1	X	X	X	1	1	2
Çeşitli tehlikeli maddeler 9 ve kalemier	X	X	X	X	X	X	X	X	X

1= "Yüksek tehlikeli";
2= "Orta tehlikeli";
3= "Bölünür bir kompozit veya bölünür vasıta ile taşımalıdır";
4= "Yüksek güven bölünür bir kompozit veya bölünür vasıta ile taşımalıdır";
X= Genel uygulama hükümlerine uygun şekilde diğer tehlikeli maddeler listesinde belirtilmelidir.

Araçlara ve Ünitelere Levha Takılması



Tanker Taşıma



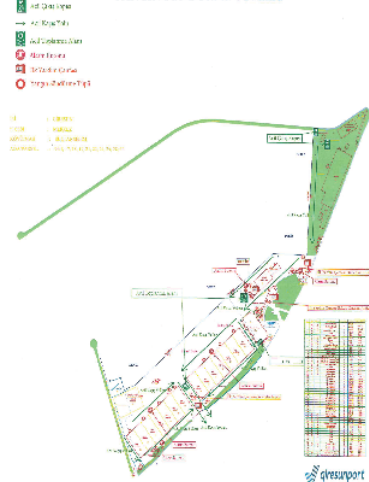
Ambalajlı Taşıma



Konteyner Taşıma



GİRESUNPORT LİMANI ACİL TOPLANMA ALANI - ACİL KAÇIŞ YOLLARI İLK YARDIM ÇANTALARI - ALARMI BU TONLARI YANGIN SÖNDÜRME TİPLERİ



11. For CTU and Packages Leak areas and equipment, entry/exit drawings

CTU and Packaging are not handled.

12. Inventory of Port Service Ships

Not Available


13. Maritime coordinates of the administrative borders of the Port Authority, anchorage areas and the pilot's disembarkation/embarkation points

A) Port administrative area boundary The port administrative area of Giresun Port Authority is the sea and coastal area between the lines drawn from the coordinates below to the true north direction and bordered by the adjacent Turkish Territorial Waters.

a) 40° 58' 27" N – 038° 38' 33" E (Çam Burnu)

b) 40° 57' 30" N – 038° 06' 54" E (Giresun-Ordu provincial border)

B) Anchorage areas

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- a) Anchorage area no. 1: The anchorage area of ships that do not carry dangerous goods smaller than 5000 GT is the sea area formed by the following coordinates.
- b) 1) 40° 55' 12" N – 038° 21' 00" E
 - c) 2) 40° 55' 12" N – 038° 21' 24" E
 - d) 3) 40° 54' 54" N – 038° 21' 00" E
 - e) 4) 40° 54' 54" N – 038° 21' 25" E

b) Anchorage area number 2: The anchorage area of ships and military ships that do not carry dangerous goods of 5000 GT or more is the sea area formed by the following coordinates.

- 1) 40° 56' 00" N– 038° 24' 00" E
- 2) 40° 56' 00" N – 038° 24' 30" E
- 3) 40° 55' 37" N – 038° 24' 00" E
- 4) 40° 55' 37" N– 038° 24' 30" E


c) Anchorage area no. 3: The anchorage area of ships carrying dangerous goods, nuclear powered military ships, ships to be quarantined and ships that will carry out degassing is the sea area formed by the following coordinates.

- 1) 40° 56' 00" N – 038° 22' 45" E
- 2) 40° 56' 00" N – 038° 23' 18" E
- 3) 40° 55' 36" N– 038° 22' 45" E
- 4) 40° 55' 36" N – 038° 23' 18" E

ç) Anchorage area no 4: The anchorage area of the ships that will dock at Bulancak Municipality Pier is the sea area formed by the following coordinates.

- 1) 40° 57' 40" N – 038° 13' 00" E
- 2) 40° 57' 40" N – 038° 14' 00" E
- 3) 40° 57' 00" N – 038° 13' 00" E
- 4) 40° 57' 00" N– 038° 14' 00" E

C) Pick up and drop off point from the pilot 40° 55' 09" N – 038° 21' 39" E

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14. Emergency response equipment against marine pollution in the port facility

15. Personal protective equipment (PPE) usage map

The use of PPE is mandatory in the entire port area.

16. Dangerous goods incidents notification form

Issue number- Date		
Company / Institution		
Sender		CONTACT INFORMATION
as required		
PORT FACILITY "DANGEROUS GOODS EVENT NOTIFICATION" DATE:		
1. When the accident occurred,		
2. If the accident is known, how it occurred and the reason,		
3. The place where the accident occurred (coastal facility and/or ship), its position and area of influence, ç) Information (name, flag, IMO number, owner, operator, cargo, if any) of the ship involved in the accident. and amount, captain's name and similar information),		
4. Meteorological conditions,		

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<p>5. UN number of the dangerous substance, proper transport name (based on the legislation specified in the definition of dangerous substance) and amount,</p> <p>Hazard class of the dangerous substance or sub-hazard division, if any,</p> <p>Packing group of the dangerous substance, if any,</p> <p>Additional risks of the dangerous substance, such as marine pollutants, if any,</p> <p>Sign and label details of the dangerous substance,</p> <p>The characteristics and number of the package, cargo transport unit and container in which the dangerous substance is transported, if any,</p> <p>Manufacturer, sender, carrier and receiver of dangerous goods</p>
<p>6. The extent of the damage/pollution,,</p>
<p>7. Number of dead and injured in the accident (if any),</p>
<p>8. How the accident was intervened,</p>
<p>9. From which organizations help is requested,</p>
<p>10. Other ships or neighboring facilities that may be affected by the accident,</p>
<p>FORM PREPARED BY:</p> <p>Name and surname :</p> <p>Mission:</p> <p>Signature :</p>

17. Control results notification form for dangerous cargo transport units (CTUs)

CTU is not handled at the port.


Yıl / Dönem /	Sayı	Yüzdellik
Kontrol edilen paketler:			
Kusurlu paketler:			
. toplam			
. yurt içinde doldurulmuş			
. yurt dışında doldurulmuş			
Kusurlar:			
Dokümantasyon:			
. Tehlikeli Yük Deklarasyonu			
. Konteyner/Araç Paketleme Sertifikası			
Plakalama ve markalama			
Konteyner Güvenlik Sözleşmesi onay levhası			
Ciddi yapısal kusurlar			
Kara tankerleri bağlama eklentileri			
Taşınabilir tank veya kara tankerleri (<i>uygunsuz veya hasarlı</i>)			
Etiketleme (paketler için)			
Paketleme (<i>uygunsuz veya hasarlı</i>)			
Yükün segregasyonu			
Paketin içinin istiflenmesi / bağlanması			

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18. Other required annexes

18.1 temperature control form

CONTAINER TEMPERATURE CONTROL FORM		History:
Container number:		
Related load information:		
SADT value:		
Temperature measurement value: 1. Measurement:.... 2. Measurement:.... 3. Measurement:.... 4. Measurement:....		
NOTE:		
controller		
Name Surname/Signature		

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19. Dangerous Goods Handling Guide Additional Cargo Notification (If necessary)

Not applicable